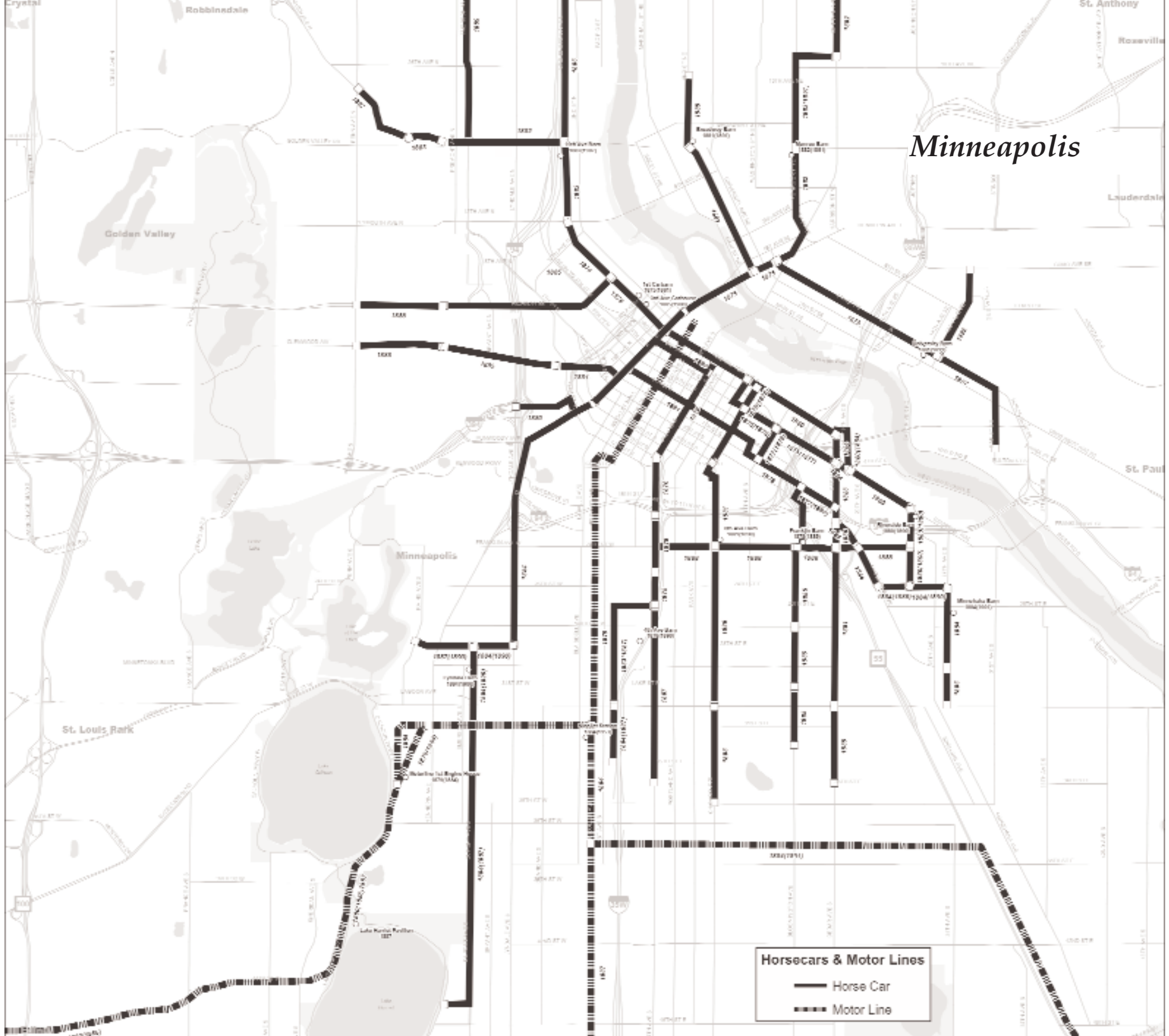


TWIN CITY LINES

SUMMER 2012



Minneapolis



TWIN CITY LINES

Twin City Lines is published quarterly by the

Minnesota Streetcar Museum
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Vol. 6. No. 2

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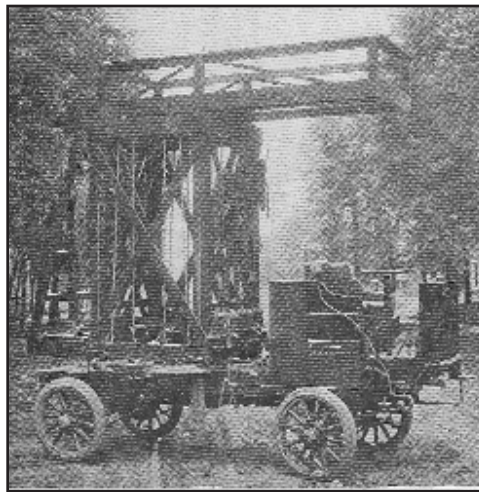
Twin City Lines is published quarterly and is mailed to members in good standing without charge under Third Class postal permit.

The Minnesota Streetcar Museum operates the Como-Harriet Streetcar Line in Minneapolis and the Excelsior Streetcar Line in Excelsior. Its mission is to preserve Minnesota's electric railway heritage.

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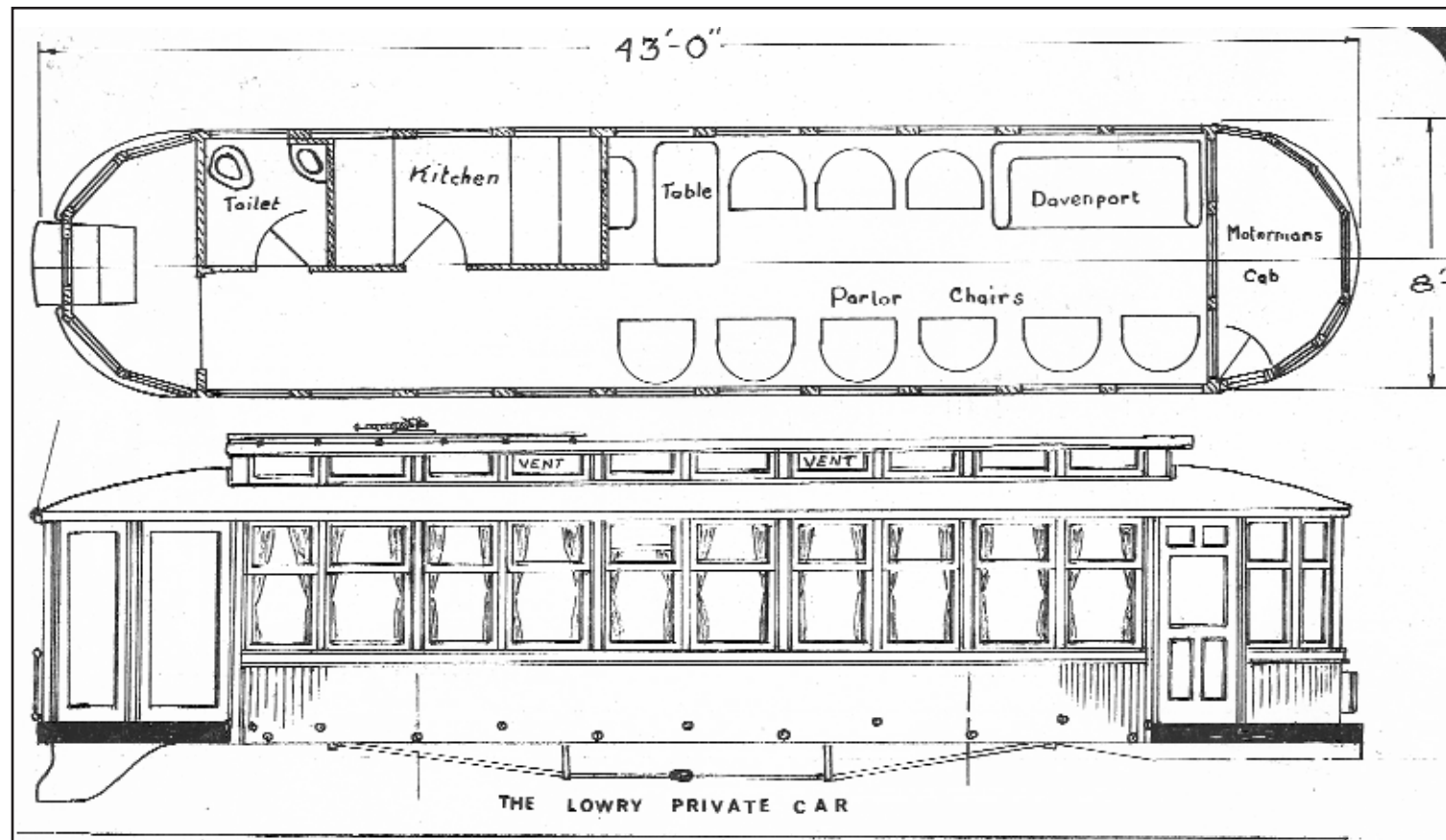
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CORRECTIONS AND NEW INFO

After the last issue went to press with articles on service trucks and the Lowry private car, these two illustrations surfaced in the files. An article in a 1910 Electric Railway Journal noted TCRT's first "tower wagon" for the repair of overhead wires. Snelling Shops built it on an early commercial truck chassis. It predates by about nine years what we thought was the earliest wire truck.

The private car plan below was created in the 1950s by a local trolley fan.



Front cover: This issue travels far back in time, before electricity, to chronicle when Minnesota's first street railways were powered by horses. This is the car barn on Monroe Street NE at Broadway. The car is a double-ender, with hand brake levers on both ends.
Inside front and rear covers: These maps from Twin Cities by Trolley show the horsecar systems in Minneapolis and St. Paul, along with the steam-powered Motor Line in Minneapolis and St. Paul's two cable lines.

THE HORSECAR ISSUE

-Aaron Isaacs



Horsecar photos often appear to be in front of carbarns. The Plymouth-Bloomington destination sign implies this is the 19th Avenue N. barn on Washington Avenue.

Anoka 1884-abandoned 1894
 Superior 1884, ran sporadically through 1888, then abandoned.
 Mankato 1886-abandoned 1895
 Brainerd 1887-abandoned 1889
 St. Cloud 1887-electrified 1892
 Park Point 1889 or 1890, electrified 1899
 Superior again in 1889, electrified 1890

To this list can be added the Minneapolis, Lyndale & Minnetonka, better known as the Motor Line. During 1886, the Minneapolis City Council banned the line's steam locomotives from lower Marquette Avenue between Washington Avenue and 6th Street. The company's double truck coaches were probably too heavy to have been pulled by horses, so it seems likely that the Minneapolis Street Railway supplied conventional

For this issue we set the Wayback machine to before the dawn of electric traction, when a streetcar's horsepower depended on how many animals were harnessed to it. In most streetcar histories, horsecars are treated as a brief prologue to electrification. In fact they first appeared about 1830, and were widespread beginning in the 1850s until about 1890, a heyday of almost 40 years. Nationally, some lingered into the 20th century. In the Twin Cities they were part of the local scene for 20 years, while electric streetcars lasted 65 years. The last Minnesota horsecars ran on Duluth's Park Point until 1899.

Thanks to the digitizing of early newspapers, a surprising amount of material from the horsecar era is available. In this issue we'll try to give you a good taste of what it was like to ride and run a street railway with animal power. While you're

reading it, think how electric traction, which dramatically increased transit speed, revolutionized urban life.

Public transportation developed in response to the industrial revolution, which swelled the size of cities beyond walking distance. The first transit vehicles were carriages and coaches called omnibuses (origin of the term "bus") that ran regular routes for a fare. At the time many streets were unpaved and turned to mud when it rained. Pavement was usually cobblestones, which made for a rough ride on wooden wheels. One of the era's breakthrough technologies was the railroad, which appeared in the United States about 1830. It was immediately obvious that iron wheels on iron rails offered less rolling resistance, a smoother ride and an all-weather road. According to William D. Middleton's authoritative book "Time of the Trolley", the first urban horse

car line appeared in New York City in 1831. Despite that early start, horse drawn street railways were slow to develop. It was not until the mid-1850s that they began to appear in large numbers.

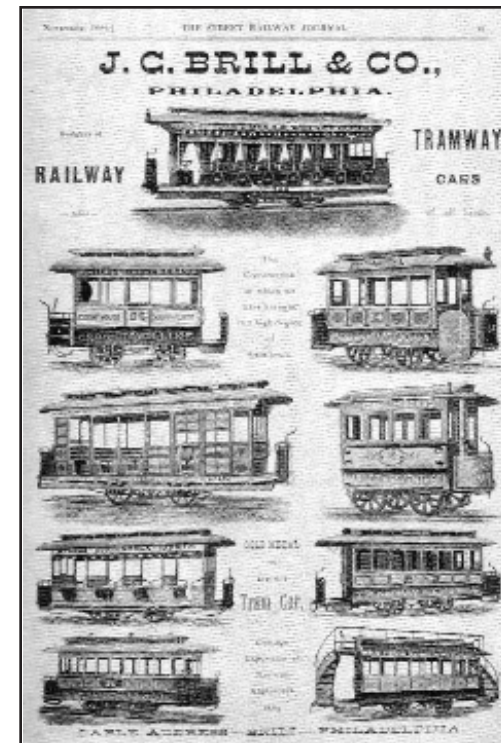
Their later appearance in the Twin Cities is due to the Midwest developing decades after the east coast. Although St. Paul and Minneapolis boasted the largest horse car systems in the state, they were not alone. Horsecars appeared in these Minnesota and nearby cities.

St. Paul 1872, electrified 1890-1891
 Minneapolis 1875, electrified 1889-1891

La Crosse 1879-and a second company in 1881, merged 1885, electrified 1890-1893

Fargo 1879, then 1882, abandoned the same years

Duluth 1882-electrified 1890
 Winona 1883-electrified 1892

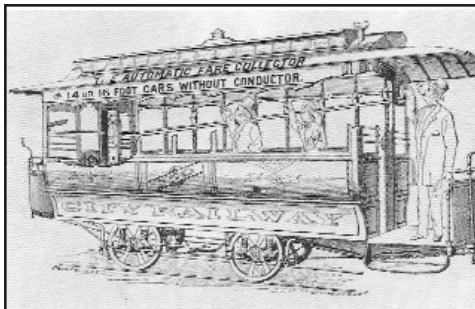


horse cars. The ban on steam was later rescinded because no practical substitute could be found until electrification finally came in 1890.

The only cities to run electric streetcars without first deploying horsecars were Grand Forks-East Grand Forks, Stillwater and Wahpeton-Breckenridge.

There was more than one size and style of horsecars, as the ad (below left) from Brill shows. They could be single- or double-ended. Single-ended cars, as operated in the Twin Cities, were turned on small, manually powered turntables at the ends of the line. With double-ended cars, the horses were unhitched at the end of the line, walked to the other end of the car and rehitched.

Earlier horse cars and those used on lightly traveled lines were shorter and often lacked a rear platform. Instead there was a short set of rear steps directly into the center aisle. These were referred to as "bob-tail" cars, and were the predominant type used in Minneapolis and St. Paul in the early years. With their small size and low weight, they could be pulled by a single horse and ran with no conductor. Fare collection at first required passengers to walk to the front of the car and deposit the fare in a box. In 1885, the first gravity fare collectors were installed on a trial basis. Passengers deposited their nickels at the rear of the car. The coins rolled down ramps on either side of the car to the farebox (see below). Anyone needing change still had to work their way to the front of the car and get it from the driver.



St. Paul and Minneapolis

As described in the Summer 2011 TCL, the first horsecar in Minnesota was the Minneapolis Horse Railroad, which opened in 1869, but was not successful and was abandoned by 1872.

That was the year the St. Paul Street Railway opened its first line through downtown. The company was never strong financially, defaulted on bonds in 1877, and was reorganized as the St. Paul City Railway. A group headed by Thomas Lowry purchased all the company's stock in 1884, setting the stage for the eventual merger of the Minneapolis and St. Paul systems into Twin City Rapid Transit.

There was a second abortive attempt to start service in Minneapolis. Articles of incorporation for a street railway were filed on June 23, 1873. The company laid a track from the Pacific depot at 4th Avenue N. down 3rd Street to 6th Avenue S. (now Portland Avenue), purchased a car, and abandoned the enterprise before a half-dozen trips had been made.

The Minneapolis Street Railway, which was to become permanent, opened its first line in 1875. The Tribune chronicled its early progress.

9-5-1875

"The company has received but two of their six cars, their horses are untrained to the business, the track has just been laid, and rains have fallen nearly every day since it has been completed, in consequence of which it has settled in many places, making it difficult to keep the cars on the track. Still, with all these drawbacks the management have kept these two cars running, greatly to the satisfaction of all persons having occasion to pass from one side of the city to the other during the last three days, when the streets and suspension bridge have been almost impassable for footmen in consequence of the mud."

9-14-1875: The New Suspension Bridge; The Street Railway.

"Two tracks for the horse railway will be laid on the bridge and it is the



determination of the engineer to have them so constructed that they will not interfere with the convenience of travel or the safety of vehicles. The idea is to lay one rail of iron with a tread five or six inches wide and the other rail to use an oak plank with a strap iron facing. The width of the track is only three feet, six inches, much narrower than any pleasure or business vehicle. Outside of this strap iron rail will be laid a second rail with a broad tread, just like the first one named. The distance between the

Iron wheels on iron rails solved the problem of mud, as in this 1881 view of a car passing the Beard Block on Washington Avenue at 12th Avenue S. Jacoby photo, Minnesota Historical Society collection.

The second Hennepin Avenue suspension bridge opened in 1876 with tracks built into its deck. Note the Union Depot at right.



flanges of the two outside rails will be five feet, five inches, which will admit of the free passage of the widest carts. This arrangement, it is expected, will do away with the straining of wheels and springing of axles which is the serious objection to street railway tracks, and in addition to this, offers a smooth iron surface on which the wheels will roll easily and smoothly. The space between the rails will be filled with blocks of wood on end, similar to the Nicholson pavement, affording a fine and pleasant footing for horses."

9-24-1875

"According to the announcement in yesterday's Tribune, a timetable for the street railway was published yesterday by the managers. A car will pass any given point every fifteen minutes. The first car will leave the Hennepin and Washington Avenues turntable, going east, at 6:00 a.m., and every fifteen minutes thereafter until 9:45 p.m. The first car will leave the University at 6:30 a.m. and every fifteen minutes thereafter until 10:15 p.m., the last car arriving at the stable at 10:45 p.m. The first car going east will leave the Third St. and Central Ave. turntable at 6:15 a.m. and regularly thereafter during the day on the hour, half, quarter, three-quarter. Going west the first car leaves the same point at 6:40 a.m., and every fifteen minutes thereafter."

The St. Paul and Minneapolis horsecar systems remained isolated from one another. They would not be connected until the electric Interurban line on University Avenue opened in 1890. As the maps show, the horsecars expanded along with residential development, eventually extending about three miles from the two downtowns. Note the construction dates on the maps. The fact that the Selby Avenue cable line in St. Paul and the steam powered Motor Line in Minneapolis ran further out is a testimony to the higher speeds of those two services. In fact, the Selby cable replaced the original Summit Hill horsecar line in 1888, the only case

where a horsecar line was supplanted before the coming of electricity.

To get a sense of how the Twin Cities' horsecars operated, here are excerpts from several Minneapolis Tribune articles.

May 20, 1878
The Street Car Stables

"A number of changes and improvements have been made to the stables of the street railway company, fairly revolutionizing that equine boarding house, and if the animals could speak they would express themselves as well pleased. Instead of standing in long rows in a poor light and shut in from ventilation of any sort, they now enjoy commodious quarters, well lighted, and so finely ventilated that scarcely the distinctive odor of a stable is perceptible. The animals are arranged in squads of five, the number required for a car, and each squad is as much cut off and separated from the rest as though under a distinct roof. Wide passage ways are provided and the labor of feeding and taking care of the animals is greatly reduced. The stalls are thoroughly whitewashed at frequent intervals, and all excrement is removed from the stables at once, leaving no opportunity for fermentation and the breeding of diseases. There have been a number of 'hospital' or palace stalls erected where any horse that is in the least affected is afforded all the luxuries of horse life, and the best medical attention is promptly given.

The horses have an average days work of 14 miles allotted to them, and under the present treatment the stock is rapidly improving instead of deteriorating."

October 11, 1879
Interview with Supt. Atwood

"Reporter: How many men are employed by the company?

Atwood: There are 34 on our regular payroll, although counting track repairers it often counts up as many as 50. We have 19 drivers receiving an average \$38 per month. Each driver has

a 'lay off' every eighth day.

Reporter: What hours are the drivers on daily?

Atwood: The first car leaves at 6 AM and the last car is in at 11 PM. Then there are extra trips and hours on the evenings of entertainment.

Reporter: Tell us something about the cars and horses.

Atwood: Every car is provided with five horses, the same ones always being used. Each horse makes two round trips one day and three the next, besides the 'extras', which gives an average of 14 miles per day for each horse, and from 72 to 84 miles per day for each car. Our total mileage for August was 34,000 miles, and it was not an exceptional month either. The life of a car is from 8 to 15 years, and we do not keep a horse in service as a usual thing for more than 6 years.

At this point Superintendent Atwood suggested a visit to the car house and stables, which invitation was promptly accepted.

The car house is a brick structure,

65x100 feet, six tracks running the length of it. A transfer platform enables the cars to be easily transferred from one track to another. To the right of the main entrance is the 'boys' room', comfortably fitted up. Here the drivers smoke their cigars, and while waiting for an entertainment to close, or an extra trip, crack jokes and relate amusing incidents of their trips. One will tell about a horse that wanted to be balky, while another related an incident of a passenger who put a \$1 bill into the box and waited for his change. Near the boys' room is the coal house, and in the rear of the building the blacksmith shop where all of the repairing and horseshoeing is done.

The stable is located at the corner of 2nd Street and 4th Avenue N., and was found by the reporter to be a model of perfection. The structure is 80x100 feet, the first floor being entirely occupied by stalls and mangers, 95 in number. The walls and joists are neatly whitewashed, the flooring of the stalls is covered with sawdust, and the

The Minnehaha barn, located on 27th Avenue S. at 26th Street.





A St. Paul bobtail car on the Rice Street & West St. Paul line, probably at the Rice Street barn at Front Street getting a new team. Note the lack of a rear platform.

arrangement is such that a most perfect ventilation is secured. No manure is allowed to accumulate, it being carted out of the city limits every morning. The five horses for each car are in a row by themselves, and each horse possesses a collar which hangs on a peg at the rear of his stall. The remainder of the harness is used in common by each horse, two sets of harnesses being furnished each car. Each horse also has its own water pail and sponge and as soon as it returns from a trip its feet and legs are carefully cleaned and sponged. Mr. Atwood acts as veterinary surgeon and at present every horse is in a good healthy working condition.

Reporter: How many men are required to care for the horses?

Atwood: One man cares for ten horses, grooming and harnessing them for their trips. One man only is required to do the feeding, so perfect is our system. The horses are fed at 5 AM, 7:30 AM, 11:30 AM, 3:30 PM and 7:30 PM. Each horse consumes on an average 9.5 pounds of hay and 18 pounds of grain per day. My policy is to give the horses all they will or can eat. During the month of August we

fed 13 tons of hay, 17 tons of ground feed and 131 bushels of oats. All of the hay is cut by our horse-power hay cutter before feeding, and with the hay we feed clear oats and oats and corn ground, in the proportion of eight of corn to ten of oats.

A further inspection of the hay and straw lofts and the entire building furnished convincing proof that the management of the details of the business and the buildings and conveniences were as near perfection as could be possible."

Oct. 18, 1880

"Referring to recent improvements in the St. Paul horsecar system: The whole lines are carefully constructed, most of the old lines having been relaid this season and the cars run with a freedom from jar which is gratifying to passengers. At the corners and crossings and in front of engine houses the right of way has been paved with wooden blocks, so as to save engines and carriages from damages.

The new buildings of the company are worthy of mention. There are two three-story, substantial brick buildings on St. Peter Street, from 4th to 5th

Streets, occupying a space of 50x100 feet, all under one roof. The building fronting on 4th Street, first and second floors, is occupied by the horses, except that there is a waiting room for passengers at the street corner on the first floor, and the manager's office over it on the second floor.

The third story of the building is for the storing and handling of hay, feed and grain for the horses. Between the two buildings, on the St. Peter street side, in front of the covered and enclosed passage ways connecting the buildings, is a large hoisting platform, for raising cars to the second story of the car building, and for raising feed and hay to the third story of the stable building. Farmers who bring loads of hay to the stables are surprised, after following direction to drive onto the platform and unhitch their horses, to see wagon and hay hoisted up until they can pitch the hay downward into the hay-loft. The elevator is at present worked by hand power, but with it two men can at the same time lift a street car and a wagon loaded with hay.

The second or car building provides on the first floor track room for sheltering all the cars at night. A blacksmith shop on the same floor does all the horse shoeing and all the iron work for repairs. The second floor is devoted to car repairs and car painting; and the third floor is taken up with the sleeping rooms and assembly room of the employees, while on the roof provision is made for airing and drying their clothes."

Nov. 6, 1880 The Great Epizootic

In 1871-72, a horse respiratory disease dubbed the "Great Epizootic" devastated horse populations across the country and crippled the street railway industry. It reappeared in 1880, but thankfully as a milder strain.

"Superintendent Atwood probably knows as much about horses as any man in Minneapolis and these are in substance his remarks: 'We have in our stables 119 horses. Of this number 12 have the epizootic, although in my daily report of sick horses I yesterday reported only six unfit for service. The

Western Avenue (now Glenwood Avenue) cars meet just west of 7th Street in 1886. Hennepin County Historical Society collection.



Twin Cities horsecar stats

Periodically the newspapers would report on the growth of the streetcar system. Here is a table displaying the data so that years can be compared. The Minneapolis passenger counts for 1890 and 1891 show how ridership exploded as the new electrics replaced horsecars.

Minneapolis

Year	Track miles	Cars	Horses	Employees	Passengers
1879	9	21	95	50	
1880	11				
1881	18				2,171,178
1882	30	54	265		4,210,133
1883	31	105	435	350	8,400,000
1887	58	125			
1888	68				13,477,000
1890					17,000,000
1891					26,500,000

St. Paul

Year	Track miles	Cars	Horses	Employees
1880	10	14	125	35
1882	15	30	200	75
1887	36	84		
1890	42+			

disease spreads rapidly and is first made known by a great variety of symptoms. The most usual and noticeable ones are coughing, sneezing and running at the nose. I first noticed symptoms of it about six weeks ago, and I anticipate that it will spread all through our stables. It is not as severe a type as the epizootic which first became epidemic throughout the entire country in the winter and spring of 1871-72. If kindred disorders like pneumonia or pleurisy do not set in there need be but little fear of fatality. With good care a horse ought to recover in from seven to ten days. I do not anticipate any serious interruption to the street car service."

As ridership grew, there was a continual cry by the public for larger cars with conductors to handle the ever-heavier loads. Lowry finally conceded, adding conductors in 1887. MSR began purchasing larger cars in 1884: The Tribune said, "Twenty large new cars have been received and will be put on the Fourth Ave. S. service where the demands are very great and rapidly increasing. The new cars are

fourteen feet long, and the handsomest ever brought to the city. The experiment of using mules will be tried on these new cars, and 104 mules have been received."

Feb. 20, 1886 Mr. Lowry's Lines

In a fine example of muckraking journalism, the Minneapolis Tribune solicited readers' complaints about the streetcar system. Minneapolis was in a growth boom, with streetcar development struggling to keep up. Most of the public depended on it, so it's no surprise that there was dissatisfaction. Here are samples of it from the article.

"The franchise was granted," said a lawyer, "when the city was willing to give anything to get a street car line. There is no question that the public is being considerably imposed on just now, but how long the people will stand for it is another thing."

The grievance complained of by communication to the Tribune can be summarized as follows:

1. Not enough cars.
2. Running time too slow.

3. No transfer checks. (Passengers paid an additional fare every time they transferred)

4. Irregular running of extension cars.

5. No conductors.

6. Cars pull off too early (in the evening).

7. Drivers careless about stopping.

8. Drivers often start before ladies are fairly on the platform.

9. All lines run too irregularly (cars not evenly spaced)."

Extensions and "flag cars"

These were terms I hadn't seen before. It appears that "extension cars" was another term for "long-line" cars, cars that travelled beyond a short line terminus. They displayed a flag to alert passengers of their destination. Back to the article:

"It is said that the 'flag' cars are so filled by people from downtown, that the laboring men further out cannot possibly get on, but are forced to wait sometimes an hour, or take a car not a 'flag' and pay double fare

(In St. Paul) an additional charge is made that ...drivers neglect to put up the flag (to avoid carrying more passengers)."

Other complaints—"that the horses are tired and often lie down on the streets; that the harnesses are poor and frequently break."

Excerpts from the complaints:

"How long are the people of this city of 130,000 people to be compelled to ride in little narrow gauge, dirty, ill-smelling, bob-tail cars, drawn by one horse...?...What we ought to have in Minneapolis are standard gauge tracks, with roomy clean cars, drawn by a pair of horses that can get along at better than a snail's pace, and have enough of these cars, so that when a man has to go out a reasonable distance to live, he can occasionally get a car home."

"I am located very near to the corners of Washington and Hennepin...As my store is open until midnight, my store is used as a waiting

room. I would ask Lowry why the patrons of his road are not entitled to a comfortable waiting room."

"The question governing this horse railroad business should not be exclusively how many head of men can be hauled from one point to another in cigar boxes, with one horse, at the greatest possible profit to the company, but are not the people who gave the company this franchise for nothing and support it with their money, entitled to ride in good, roomy, clean cars, with conductors to run them and see that

Service frequency

St. Paul 9-27-1887

•University Ave. line, 14 minute service

•Rice St. line, 8 minute service

•West 7th St. line, 7 minute service

•St. Anthony Hill line, 5 minute service

•East 7th St. line, 6 minute service.

Minneapolis 11-10-1883

•Cedar Avenue line: from Washington and 19th Avenues North along Washington Ave. to 16th Ave. S., to Franklin Ave. Five minute service. 1 1/4 hours per trip.

•Broadway and Monroe St. line: from Western Ave. to Broadway and 14th St. Ten minute service. One hour per trip.

•University Avenue line: from the University to Hawthorne Ave. to 16th St. Nine minute service. 80 minutes per trip.

•Fourth Avenue line: from Washington and 3rd Avenues North, to 4th Ave. to 24th St. Six minute service. 50 minutes per trip. Cars on this line to the extension depart from 3rd Ave. N. and Washington Ave. N. every 12 minutes.

•Riverside line: from Washington and 3rd Avenues North. Seven-minute service. 50 minutes per trip.

•Eighth Avenue line: from Washington and 3rd Avenues North, to Chicago Ave., to Franklin Ave. Ten minute service. 50 minutes per trip.

passengers get on and off in safety and at their proper destination; ad that, if they live on the line, they can occasionally get a ride home by paying for it."

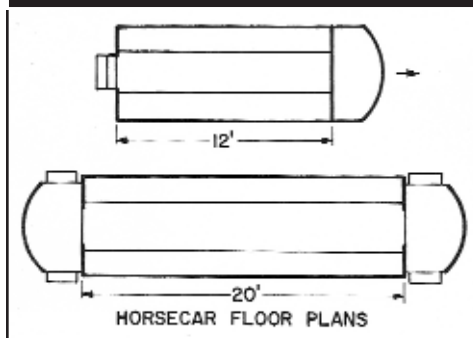
On June 24, 1887, the Minneapolis city council passed an ordinance requiring conductors on all cars within 30 days. Apparently the deadline was unrealistic, because it required changes in the horsecars themselves, as described next.

7-30-1887

"Supt. Goodrich said yesterday: 'We are pushing this matter as fast as we can. The platforms must be changed entirely; the guarded platform of the driver must be taken off and made the same size as the rear one, which will have to enlarged materially to admit the conductors standing thereon; the roofs of all the cars must be accommodated to these several changes, and the register in each car will have to be arranged so that it can be rung from either end of the car. We can not tell definitely when these changes will be completed. We have all of our necessary carpenter work finished, and the roof, platforms, etc. are all ready for the painters. The Fourth Ave., Plymouth, and the University lines will be the first to be transformed, they being our heavy runs.'"

In September a newspaper story says that Lowry still objected to a new

Over the years horsecars grew from 12-foot one-man bobtails to 20 feet with conductors. Diagram from Electric Railways of Minnesota.



Minneapolis ordinance mandating conductors on all cars, and free transfers between lines.

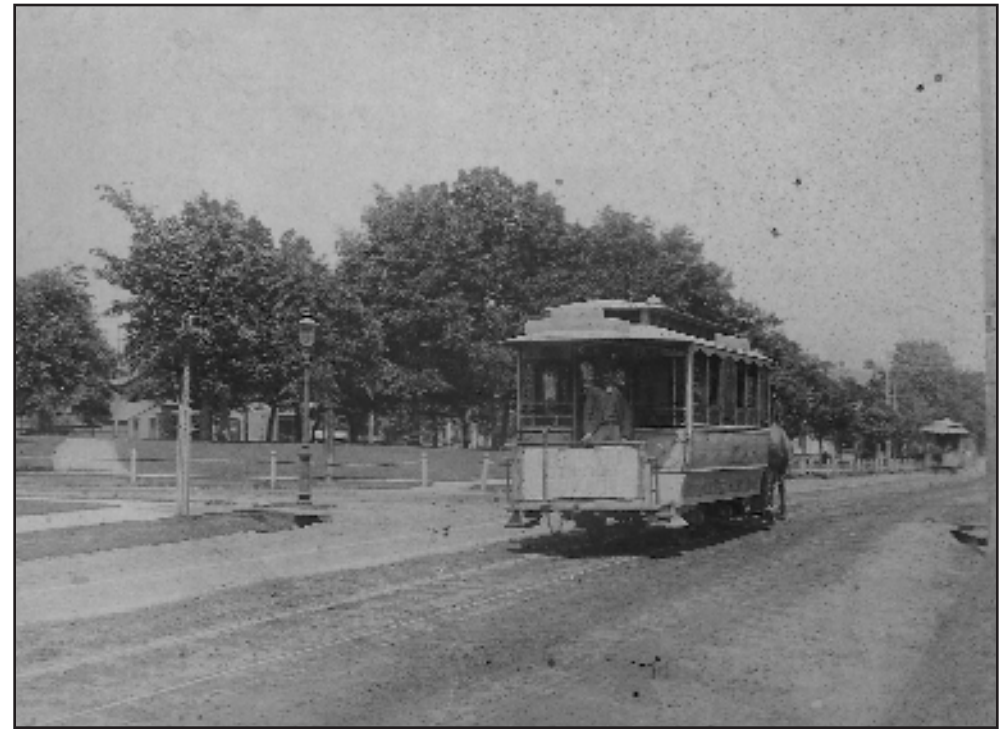
Oct. 21, 1888

Horse cars were the transportation staple for the masses, but some prominent citizens used them as well.

"It is remarkable, the number of men who can afford their own horses, and yet travel in Mr. Lowry's street cars. County Attorney Davis generally walks from the court house to his office, a distance of eight blocks. Judges Lochren and Young generally drive a single horse, but it is not uncommon to see Judge Hea's glasses looming up through a car window, or Judge Hick's sombrero flattened against one. Judge Koon very often rides on a car. A noticeable trio seen in a car the other day were H. G. O. Morrison, Judge Koon and Freeman P. Lane sitting together. Another attorney who boards a car very often is Daniel Fish, ex-adjutant-general of the G. A. R. He is a daily passenger on the Fourth Avenue line. He seldom takes a seat, generally standing on the rear platform puffing a cigar.

There are the four Pillsburys, George A., John S., Charles A. and Fred A. Charles is very seldom seen in a car, but Fred and his father, ex-Mayor Pillsbury, can catch a car at full speed with anybody. Fred rides quite frequently on his home line, but he seldom gets further in than the first step.

H. G. Sidle, president of the First National Bank, nearly always rides from his residence on Fourth Avenue south and Seventh street to the bank. Rain or shine, he stands on the rear platform and smokes a fragrant Havana, which he lights just before leaving the house. Architect L. S. Buffington has a way of bracing himself against the front of the car and examining with critical eyes the blocks he has built. Rev. J. H. Tuttle is one of the preachers who use the car as a means of locomotion frequently. He is accustomed to sit with his hands on his



Minneapolis horsecars meet at an unknown location. Hennepin County Historical Society collection.

knees and look contemplative. He always has an eye for everything going on about him, however, and will give away his seat in the most gallant manner. Rev. A. J. Graham, pastor of Trinity Church on the East Side, is frequently a passenger on the University car line. President Cyrus Northrup, of the University, is one of those who always waits for a car to stop before he gets on or off. The president takes a great interest in the scenery as the car rumbles along. His eyes are always directed toward the houses, and his hand quietly taps the window in a meditative manner.

H. E. Fletcher is a busy man, and when he boards a street car it is when he is in a hurry to go home, and his carriage is not waiting. He always gives an observer the impression that if the car would move a little faster he would be greatly obliged.

A few of the habitual riders on the

motor are Capt. Babb, who always finds someone he knows in the same car, and H. G. O. Morrison, who is well known to most of the conductors.

There are a few men who seldom or never enter a car. Col. John T. West prefers a carriage or a horse. Capt. S. P. Snider uses his own steeds, C. A. Pillsbury generally rides to and from his business in his carriage, General Washburn drives in winter, and Thomas Lowry, the funny stories about his forgetting his fare to the contrary, is seldom seen on a horse car.

A conductor on a car on one of the popular lines, when asked about his classes of patronage, said: 'All sorts of people ride on the cars, and one kind is as good as another. In the summer times there are more silks and satins on this car than would buy it ten times over. Ladies do their shopping in the finest dresses, and they nearly all ride in the cars to town and have their

carriages meet them when they are ready to go home. That's when they are shopping. When they go out to make large purchases they go with horse and carriage. Real estate men of the poorer sort take their customers out on the suburban lines to look at property. I remember one little man with specs that used to ride out on my car often when I was on the Bloomington line. He was a hustler. Talk about selling lots! That man could make people believe dirt was gold and very scarce in this country. My car ran off the track once at Twenty-fourth street when he was a customer. He took his man and cut across the fields and sold him a \$500 lot before I got started again.

Who are my troublesome passengers? I don't have any. It is not right to suppose that a car conductor is always on the lookout for troublesome people. We don't have time to watch everybody's queer traits, and it's none of our business anyhow. I rather like watching eccentric people, but they don't trouble me.

A driver said the most annoyances were from ladies who almost always hail a car on the wrong side of the street, and then have to go around it to avoid the grating on one side, and from the lady who hails the car on the wrong side of the crossing. A woman may ride a dozen times a week, but it takes an unusually shrewd one to discover that cars can stop only on the further side of the street."

9-20-1889

A Street Car Collision

Given the low speed of operation, you wouldn't expect many collisions involving horsecars, but it happened sometimes.

"There was a little scare on Hennepin Avenue yesterday. A Lyndale car had stopped opposite the West Hotel and a University car came up behind it.

The brakes of the University car refused to act and a collision resulted.

Both cars were crowded and there was a general stampede. The force with which the rear car struck the Lyndale car was sufficient to carry it to Fifth Street, where trenches are being dug for the Edison conduits.

The horses were piled up in great shape, but none of them were injured."

A search of the historic Minneapolis Tribune uncovered some nostalgia pieces where veteran motorman and conductors recalled their early years on the horsecars.

Nov. 5, 1905

"Alexander Denny is one of the oldest men in the service. Mr. Denny commenced work 23 years ago (1882) as barnman on the Plymouth and Bloomington line and later became driver on the same line. The car he drove, one of the first street cars use in Minneapolis, was exactly ten feet long and would seat 14 people, a radical

contrast to the cars on the line now, which are over three times as large.

The car was entirely unheated and for the comfort of the passengers the floor was bedded with four or five inches of straw, into which they tucked their feet in a vain endeavor to keep warm. Fresh straw was put in every day, but even then on wet and cold days, it would become so damp as to defeat the very purpose for which it was intended.

One lone horse drew this rude vehicle and when the load became too heavy or mud too deep the men passengers would cheerfully descend and put their shoulders to the wheel. Oftentimes the women, too, were obliged to descend and wait patiently by the roadside until the worst places were cleared, ascending again when the horse reached the other side.

Entirely unheated, I said, but I mistook, for there for there was a tiny

coal stove outside where the driver stood and through a little register, 4 by 10 inches long, set in the front of the car, the heat was supposed to radiate. About as much heat was generated as we would now feel from a good-sized electric light.

There were no conductors in those days to collect the fares, but a little cash box was attached to the front of the car and the passengers walked up and dropped their nickels into it. In case you had not the change the driver would make change for you, but no bills of a larger denomination than \$2 would be accepted. In case you forgot to walk up with your nickel the driver, whose duty it was to keep track of those who boarded the car, had a little bell at hand whose merry jingle meant a peremptory command to "dig up" and passengers were not slow to take the gentle hint.

No electric lights illuminated the



The Masonic Temple and the Lumber Exchange still anchor the Hennepin Avenue corners of 6th and 5th Streets. Minnesota Historical Society collection.

cars or magic buttons stopped them at your will. Instead, old-fashioned, smelly kerosene lamps flickered dimly and eagle eyes were required to discern the familiar street corner or house. The same difficulty was experienced in distinguishing the car you were waiting for. No illuminated signs then. At first flags of different colors distinguished the different cars, but this system was so inadequate at night that it was soon abolished and colored lights used instead. This proved successful, although strangers were at sea in the medley of different lights.

In 1884 the cars became quite sumptuous with a strip of heavy hemp carpeting substituted for the straw and in 1886 the slat floor, raised a trifle above the solid floor, thus allowing the moisture to soak in, was instituted. About the same time the stoves were put inside the car as one sees them now on some of the old lines. This was a great improvement, although the 'end' man here had the worst of it while his more fortunate neighbor who was 'next' to the stove comfortably roasted on one side while freezing on the other.

About this time in the fall of 1885, occurred the tragic hold-up on the Cedar Lake line by the Barrett brothers, which has gone down in history as one of the most dastardly and coldblooded crimes on record. In the murder of the driver, Thomas Tollefson, is recorded the only crime of the kind ever committed on a street car in Minneapolis.

Near the old Lakewood cemetery (Pioneer cemetery?) the murderers boarded the car and demanded the cash box which contained at most not over \$20, and without waiting for an answer shot the unfortunate driver through the heart.

John L. Spencer, now foreman at Midway Station, says it seems like yesterday since he trotted his horses through the mud, splashing the passengers generously, who, by the way, never thought of complaining. There was no night service in those days, but each night at 11 o'clock a

'pull out' to the old Grand Opera would be made to accommodate those who had come to the play."

Jan. 5, 1908

"A veteran Minneapolis motorman declares that the people of the present day are 'softies' compared with their ancestors of 50 years ago.

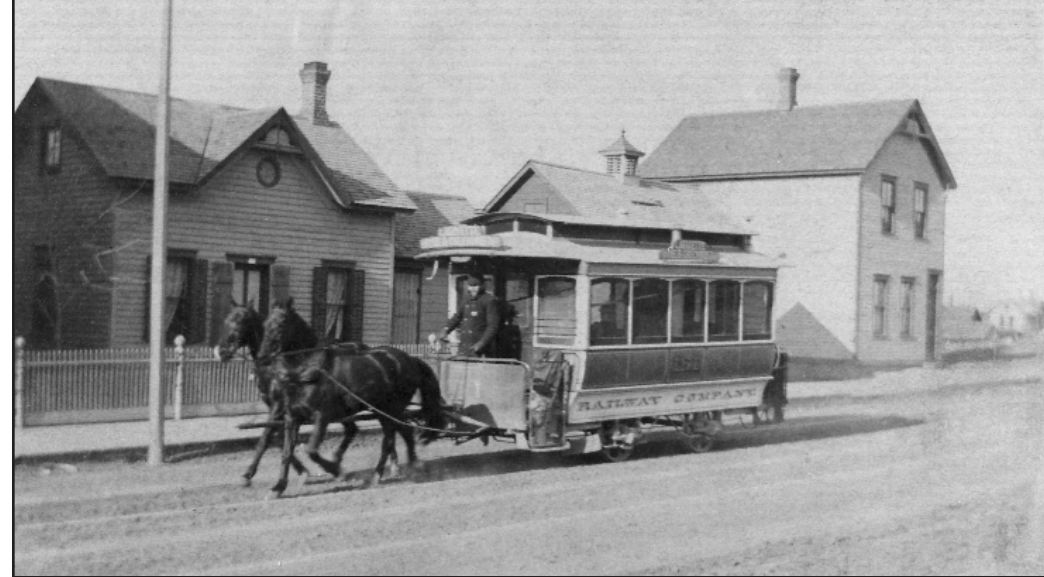
'When I was a driver on the horse car line years ago people never thought of having stoves in the car,' he says. 'The only thing in those little cars to give heat was the hay which we spread on the floor about a foot thick. People got on the car in the coldest days and sat in that atmosphere with their breath freezing in icicles to their whiskers and never thought of complaining or grumbling.'

1/24/1909

Drove the First Horse Car Ever Operated on the Minneapolis Line

"To have been the first driver of the first horse car in Minneapolis, back in 1875; to have driven horse cars steadily without a skip for 19 years, barring Sundays 'off' after the first few years; to have been in the employ of the street railway system continuously for 34 years, and to be in its employ still—this is the record of Henry Mousso, 72 years old, of 1122 University avenue Northeast, who is to be found at work any week day at the East Side barns of the Twin City Rapid Transit company.

'I drove a horse car from 14 to 18 hours per day, every day of the week, for a number of years in those early days of the system's history,' said Mr. Mousso, when asked yesterday for his recollections of the experience. 'I was the whole thing on the line so far as my car was concerned. I was its motorman, conductor, master mechanic and janitor. Summer and winter, rain or blizzard, with the mercury sweating at blood heat or bursting its bulb way below zero, I stood on the platform on the front of the car, unprotected from the weather, and did my best to keep the car following the rails. The work paid \$35 per month. The cost of living was so much lower then than now,



however, that as much could be saved out of a \$35 salary then as from a \$60 salary now. The first line ran from Fourth avenue north, down Washington to Hennepin, over on Central Avenue and down Fourth street southeast to Fourteenth avenue.

We used six horses to a car, changing teams after each trip over the line. For the first few years it was easy to keep the horses in condition, as the company forbade the use of the whip. Then the public began to demand faster service, and the drivers were given whips and allowed to use them to some extent. It followed that the added strain soon told on the horses. Instead of the fat, sleek animals that we used to have, our horses grew thin and soon broke down, necessitating more frequent changes and, of course, the training of new animals to the work.

While I don't know that we drivers were as lenient as they say the conductors are in Boston, where they will, I've heard, wait in the middle of the street while a passengers runs back to the house for his umbrella, yet I presume we were much more easygoing than are our conductors today. The growth of the city has brought on conditions such as we didn't have to think of then.

I believe the horses used to know many of the regular passengers in

A St. Paul City Railway car on the Lafayette, Payne & Greenbrier line on Greenbrier Street.

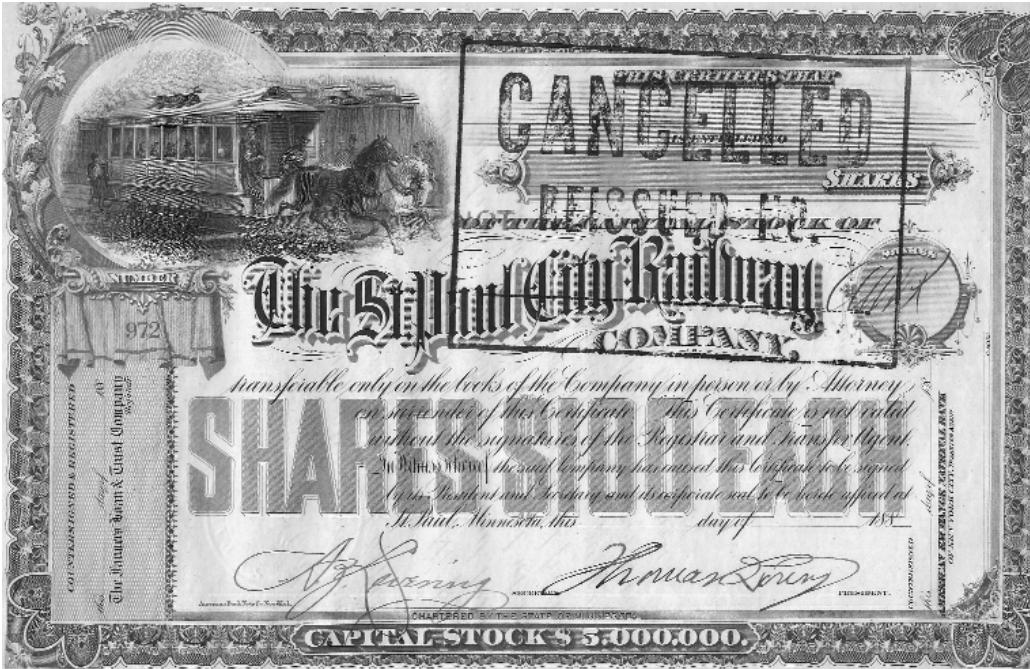
those days when there only two lines, and would stop of their own accord to take on the old-timers like General Washburn, Dr. Kimball and Dr. Ames. I came to know in a general way many of the men, young men then, who have since helped to make Minneapolis what it is."

Sept. 22, 1912

Oldest Conductor Recalls Days When Mules Drew The Street Cars

"Joe A. Waltz, oldest conductor on the Twin City Rapid Transit company in point of continuous service, has witnessed and taken an active part in the transition of the street car from a little, bobbing box, drawn by a pair of mules, to a big, electrically-propelled vehicle of the latest and most modern type.

Waltz began work 27 years ago, when he was 26 years old. His first job was that of a stable cleaner in the Minnehaha barns at 26th Street and 27th Avenue S. Then it was that he learned to drive the burros as they jogged about the street pulling the little, jerky cars. Once a day each stable cleaner had to relieve the regular



drivers when their meal times came around and it was at these times that Waltz gained his first experience as a street car man.

From the position of a stable cleaner Waltz was elevated to the place of extra mule driver. Not long afterward he was made a regular mule driver from the Minnehaha barns. The company owned about 100 little cars. Each of these cars was pulled either by a team of mules or one good-sized horse. It generally was Waltz's lot to handle the ribbons over a

pair of mules. When the electric cars were put on a few years later Waltz left the 'head end' work for a time. He held positions as conductor, transfer agent, watchman, etc. at various stations.

Soon after the electric cars went into the service, Waltz went on as a motorman, but he gave up the job to take the rear end of the car when cold weather came. There were no vestibules on the head end in those days and a motorman's job was considered the coldest one in the Twin

Cities then.

The company had considerable trouble with the first electric cars, Waltz said. Controllors burned out almost as fast as they were put in and brushes had to be supplied for practically every trip. Sometimes the brakes would work and sometimes they wouldn't. Sometimes there was electricity to move the cars and sometimes there wasn't. The commuters on the first cars weren't made right and the motormen had a great deal of trouble with them. The company had to keep repair men who jumped around from one line to another with sheets of sand paper, which they used on the commuters. The conductor was on his knees about half the time fixing the brushes on the motor. A trap door opened in the floor above the brushes.

The first electric cars were run on the 4th Avenue line. The little mules still were kept in the barns to pull the cars when the electric currents or cars became unruly. There was only one man on a car then. (In this and the next paragraph, the reporter seems to have incorrectly ascribed horsecar fare collection to the early electrics) The passengers were expected to walk up from the rear platform, where they board the vehicle, to a change box near the motorman, where they deposited their fares. If some penurious or dishonest person thought to "beat his way" by failing to drop the nickel it was the motorman's duty to shut off power, put on the bakes and go back into the car with the obdurate passenger and throw him off if he refused to produce the coin.

Later conveyors were installed on all the cars. As the passenger entered he put a nickel in a slot on the rear platform. The coin then slid down a pipe that opened into a box at the motorman's elbow. It was up the passenger to see to it that he had the proper change before he got on the car. The motorman's wage was \$2 a day

and he had every ninth day off. When the electric cars went into service, Minneapolitans spent many nickels for pleasure rides. The cars were a great curiosity and it was considered a great pleasure to ride in them.

Waltz was a transfer agent at Bridge Square for a year. This was when the passengers wishing transfers didn't get the slips until they got off the cars when they were handed them by an agent employed for this purpose. Waltz also held this job for six months at Seven Corners. A little later she was night foreman at the East Side Station.

"The work now is a cinch compared to what it was 25 years ago," said Waltz. "Now all the motorman has to do is to turn the current on and off when he wants to move or stop and keep his head at all times. Before he had to yell at his mules or horses, use the whip, beware of runaways, shoo off the flies, water his animals and do various other little jobs that have been forgotten."

Why, to read the rule books of the companies a quarter of a century ago one would think that a street car man had to be a regular Sampson in order to do his job. One of the rules said, 'If the car jumps the track stop immediately and lift it on.' Think what that would mean to a motorman nowadays. It used to be great fun for the passengers when the horse car ran off the track.

The driver would slam on his foot brake, yell 'whoa' at his mules and get off and squint at the wheels to see how far he had to lift the car. Then he would stick his head through the car door and cry, 'All passengers please crowd into the other end.' When the people moved into one end of the car, the motorman would back up to the other end, squat down, get a grip on the front brace and lift that end on. Then the passengers all would move down to the front end and the driver would repeat the same operation on the rear. Possibly the car would stay on the track while another block was covered. Possibly it wouldn't. It was all according to the disposition of the roadway and the temper of the mules.

The rails in those days were made



Team change time at the Monroe barn in northeast Minneapolis. Minnesota Historical Society collection.

out of three-inch flat boards on which strips of metal were fashioned. The tracks were narrow gauge. There was room for only one horse between the rails. The mules trotted along the rails, outside them or butted each other between them, just as they saw fit. The driver generally was busy figuring out just what his team was going to do next.

There was one pair of mules at our barn that had the reputation of being the worst runaways in the Twin Cities. In fact, we called them 'the runaways'. It took two men to handle them when they were uncoupled from the car at the end of the line and hitched to the other end. As soon as they felt the coupling pin come out they were ready to be off.

Unless there was an extra man along or a gracious passenger they generally got away, too. I was a young man then and took pride in my physical ability. One day I thought I would prove my prowess by handling them myself. When I pulled the coupling pin they started to run and I soon saw I couldn't stop them. I steered them into a telephone pole and we all wound up in a heap."

Horse cars by the rule book

In the MSM collection is a copy of the St. Paul City Railway 1888 rule book. It includes special sections on the operation of horsecars.

Special Rules for Drivers

Position of Driver

Drivers must not leave the front platform of their car, either when in motion or when delayed from any cause, or when waiting on special trips or "pull outs" at places of amusement, or under any circumstances, except to render assistance in case of accident, to other drivers whose cars are delayed, or when necessary to repair some breakage in connection with their teams, harness, or to car equipment.

Should it be necessary for a Driver to leave his car under any of the above circumstances, before doing so he must set the brake securely, and fasten lines to the dash board.

Correct Driving

You will walk your team around curves, over switches, railroad crossings and intersections of track. In starting your team you will take firm hold of the lines, and unwind the brake chain slowly, so as not to allow team to start unevenly or abruptly. You will constantly keep as tight a rein as horses will permit, keep right hand on brake, maintaining constant control over horses and car. You will not put your feet on or over dash or sit down or lounge against the car when in motion, but will be allowed to use Driver's seat.

Driving Down Hill

Drivers will not allow their teams to trot down hill faster than a jog, and from the top of the hill to the bottom, Drivers must stand up, maintain a firm hold on lines with their left hand and of the brake with their right hand and have team and car under perfect control.

Time

You will regulate the speed of the horses to be as nearly uniform as

possible, and not to lose time on one portion of the route and make it up on another. If you should unavoidably get behind time it is not to be made up in the next two or three blocks by galloping horses, but gradually, by driving faster.

Driver's Seat

Drivers when using Driver's seat must place it in the center of the platform and must not lounge back against the end of the car or car door.

Whipping Horses

Drivers will be allowed to carry a light whip and can use it when necessary, if they do so discretely. Whipping and abusing horses is strictly forbidden.

Grade Horses

Grade horses were stationed at the base of steep hills to assist the regular team up the hill.

On all cars where grade horses are used, Drivers will be held responsible for the assistance rendered by the Driver of the grade horse. It is the duty of Driver of the grade horse to see that this horse does his share of the work going up hill.

Stopping for Passengers

Drivers will stop their car to take on passengers at any point except curves, railroad crossings or intersections of streets, and in doing so the car must be brought to a full stop and must not be started until passengers are safely on the platform or inside the car. Drivers will stop their cars to discharge passengers in the center of the block or at further crossing of cross streets and not start car until passengers are safely off. Particular attention must be paid to infirm people, persons with children in their arms and cripples. He must keep a vigilant watch for persons who may wish to enter car, never passing a cross street without looking carefully to the right and left, waiting for passengers only a half block distant.

Passengers on Front Platform

Drivers must not carry passengers on front platform, except when the inside of car is crowded, and under no circumstances will he allow them to hang their feet over the dash board.

Fares

If fares are not paid within one block after passengers enter car, Drivers must call the person's attention by ringing the bell in the fare box. If it then becomes necessary he must stop the car and demand fare in person, but always in a polite manner. If received must be dropped into the box before starting car; if not, must ask person to leave the car.

Drivers must ring register for every passenger as they take the car, and not as they pay their fares, and "dump" fares into cash drawer as soon as deposited by passengers.

Registers

Drivers will take number of register when it enters car house at night, and compare it when they receive car in the morning. The large hand on the register should be placed at zero at each end of line before starting the car. When more than one fare is tallied a space of at least one second will be allowed between the registrations.

Meeting Cars

Drivers will bring their cars to a full stop when meeting other cars that have stopped or are about to stop to receive or discharge passengers. Drivers must not allow their team to reach the rear end of the car they are meeting.

Drivers must never meet one another on curves, but must wait until car first on curve is on straight track.

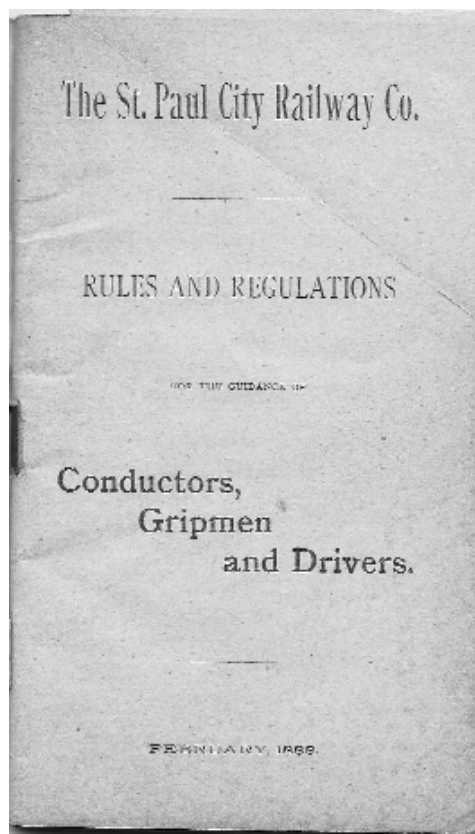
Drivers must never meet one another on railroad crossings, but must wait until car first on crossing is over crossing.

You will not run against any switch point when meeting a car, but must slacken your speed and allow car moving in opposite direction to pass before striking switch point.

The speed of a team should be slackened in crossing streets and in meeting and passing cars. You will gently put on the brake and lessen the speed of the horses to avoid accident to persons who may be crossing in the rear of either car.

Headway

You must not approach nearer than 50 feet to a car moving in the same direction, and in case of detention will



always preserve room for teams to pass between the horses and car in front.

Switches

You will walk your team off and on all switches and will bring you car to a full stop in center of switch when reaching switch first, never starting until passing car has passed rear platform.

June 29, 1891

The last Minneapolis horsecar

"The starting of the Harrison Street (Central Avenue NE) electric line leaves in Minneapolis but a single lonely horse car line, and that the improvised one on 14th Avenue SE, which carries passengers from the University electric cars to Como Avenue. The ties have been brought for the parallel line on 15th Avenue and the tunnel under the railroad tracks is nearly complete, so that as soon as soon as the trolley begins singing its song up 15th the last relic of a by-gone street car system will pass away."

Greater Minnesota and elsewhere

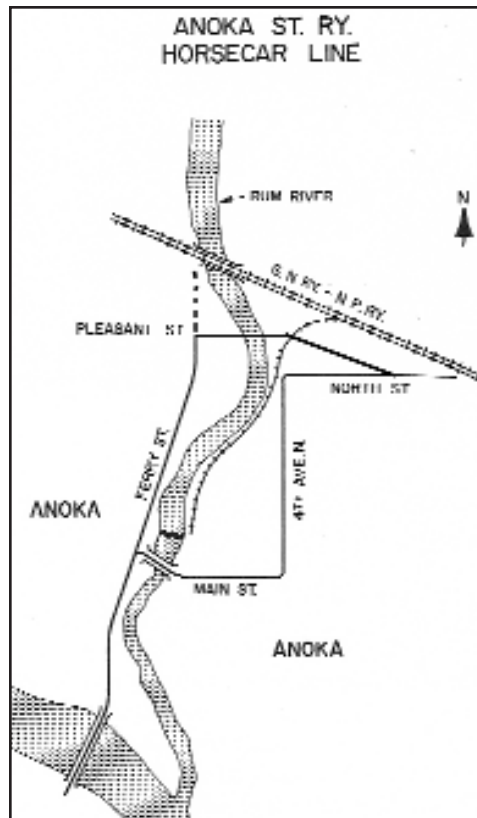
Info on the development and operation of horsecars in other cities is spotty, but the following articles tell what we know. Parts of it comes from Russ Olson's research for Electric Railways of Minnesota. Also thanks to Russ for his help elsewhere in this issue. Maps from ERM are included, generally with the horsecar lines highlighted on the routes of successor electric cars.

Anoka

-George Atwood and Fred Larkin

From a history written for the Anoka Historical Society in 1966.

Until about 1883-84, there was no bridge across the Mississippi River between Anoka and Champlin, and all traffic had to be carried by ferry. The first bridge was steel with a wood plank floor. After its completion in 1884, a group of enterprising men from

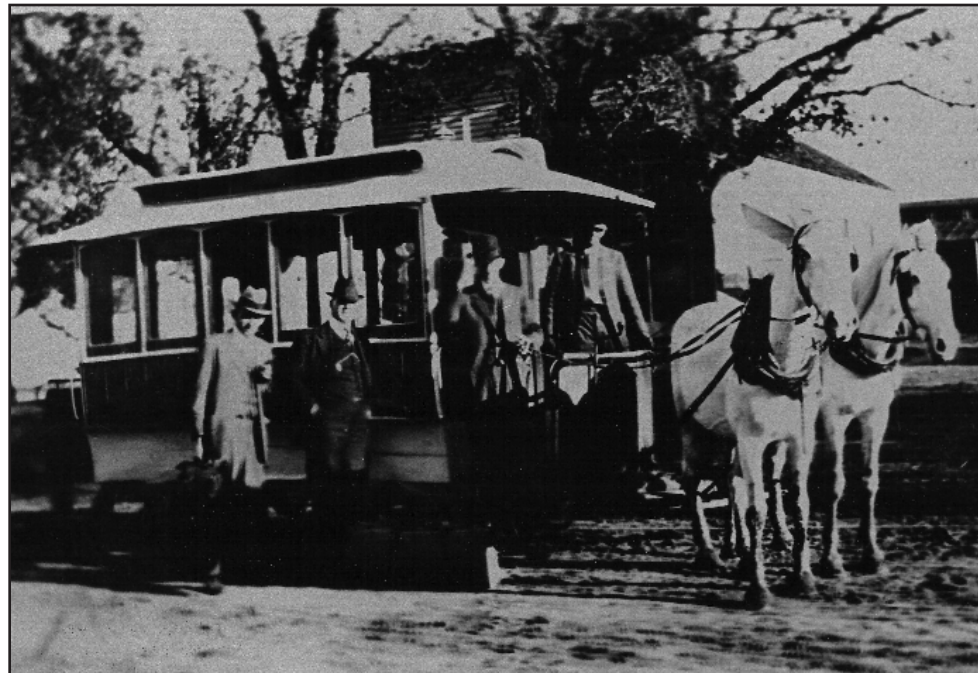


Anoka conceived the idea of a horse-drawn street car between Anoka and Champlin. Tracks were laid in the center of Ferry Street, beginning at the north end of the bridge and north to Pleasant Street, where it turned east and crossed the Rum River on the upper bridge, then angled over to the railroad depot by way of Pierce Street.

At West Main Street, a Y switch was installed, with another track running east across the Main Street Rum River bridge to 4th Avenue, where it turned north and followed 4th Avenue to North Street, then turned east and angled off to the railroad depot to meet with the other track.

The carbarn was erected just north of the Ferry and Main intersection. A short time later, the track was extended across the new bridge to Champlin,

This blurry image is the only known photo of the Anoka Street Railway. Anoka County Historical Society collection.



about 200 feet beyond the bridge. The opening day for horse car service was June 21, 1884.

On October 21, 1885, track was extended the full length of Ferry Street to the Reed & Sherwood Manufacturing plant.

Several horse drawn bus services began running in competition with the horse cars. They offered door-to-door service and eventually drove the horse cars out of business in 1894.

Winona

-Clarence J. Vincent

From a history in the collection of the Winona County Historical Society

Public spirited citizens deemed it necessary that a horsecar railway be built since Winona was in dire need of public transportation. The Winona City Railway obtained a franchise from the city council on May 1, 1883 to build two streetcar lines. The main or long line would run from the Winona Wagon Works in the west end of town at the Fifth Street crossing of the Chicago, Milwaukee & St. Paul Railroad to the eastern terminus of East Third Street at Chatfield Street near the mill of the Winona Lumber Company. The crosstown or depot line would run south to north on Center Street connecting the Milwaukee Road and Chicago & North Western depots.

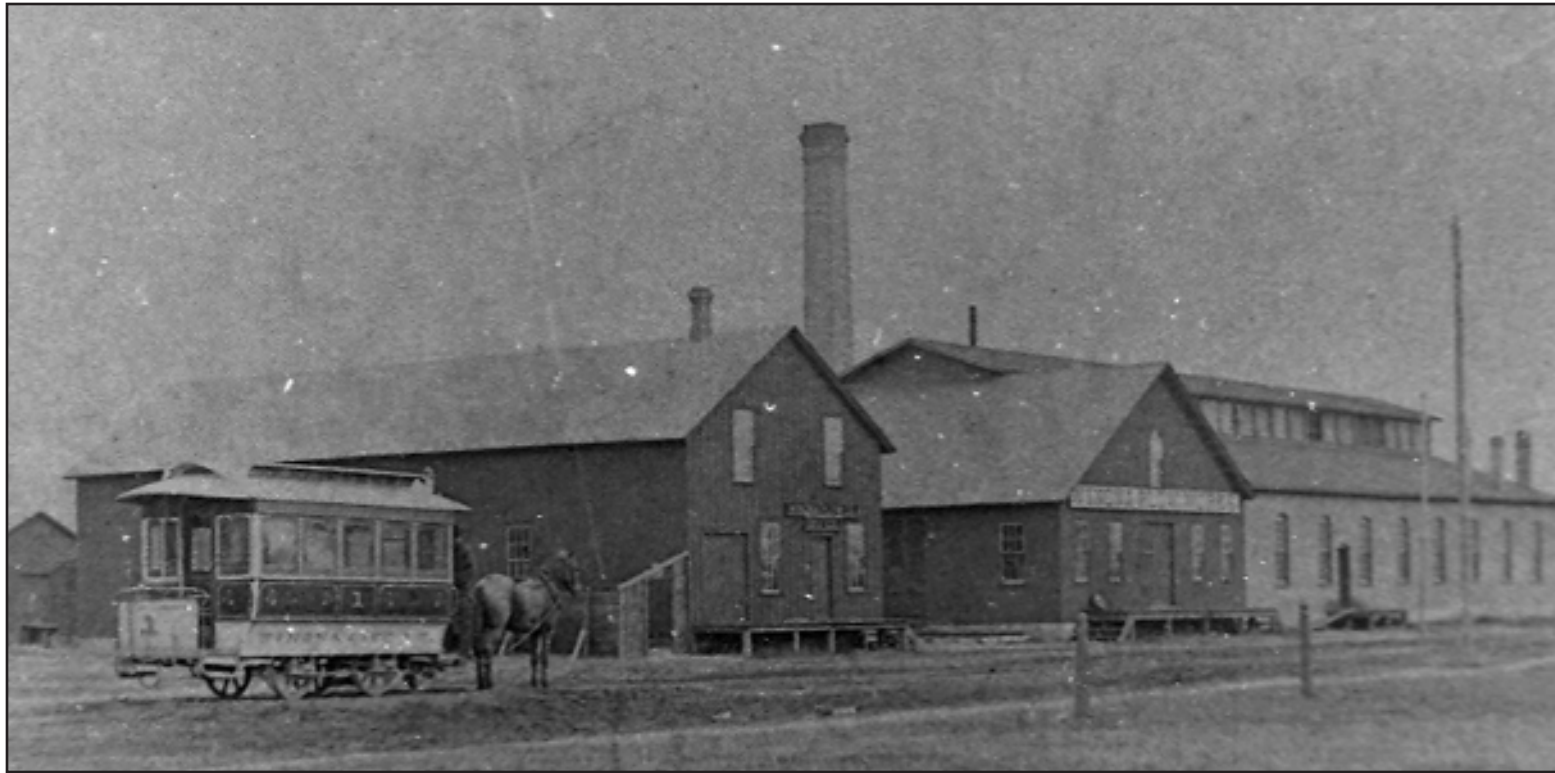
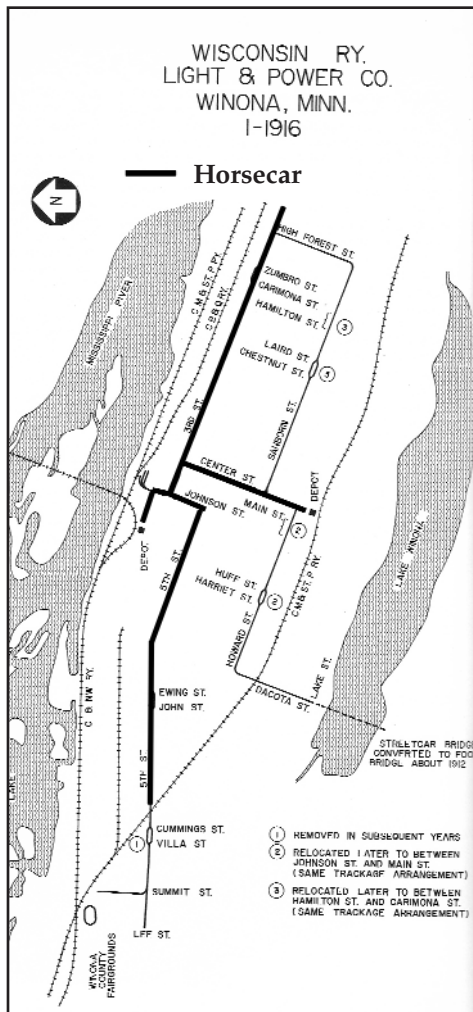
The Daily Republican maintained an almost daily account of the construction process.

September 21, 1883

"Ground was broken for the street railway yesterday on West Fifth Street in front of the Winona Wagon Works office. At noon today about a block was spanned by the ties and stringers. Some disappointment is felt at the non-arrival of the iron rails, which are daily expected. When they are received the work of laying the track will proceed at the rate of 1200 feet per day."

October 1, 1883

"The iron rails for the street railway are beginning to arrive. Two loads are



Above right: The west end of the 5th Street line at the Winona Wagon Works.

Below right: The Winona carbarn. Both Winona County Historical Society collection.

now here and more coming. The company has ordered 8 street cars for passenger service from Brownell and Wright and they are now being built in St. Louis. The Main line will have 6 cars numbered from 1 to 6, painted coach

Lumber Company where their "Big Mill" was located. At this time there were eight or more sawmills located on the north side of the La Crosse River.

The horsecar barn and stables were built at Mill and Car Streets. Five horsecars were purchased in 1879—three from Chicago and two from St. Louis. One additional car arrived in 1880.

In a short time the line, referred to as the "North Side" line, was extended from Mill Street two blocks east to Caledonia Street, then north on Caledonia to Logan Street.

The City Street Railway (another source says the La Crosse City Railway) was organized in June 1881. Accounts vary as to the route completed by this company in 1882. One states that the line was built from the CM&StP depot at 2nd and Vine Streets to Main Street, east to 4th Street, south on 4th to the Shooting Park southeast of the John Gund brewery, a distance of 2.6 miles.

A more explicit account (and the one shown on the map) reports the route of the "South Side" line from 2nd and Vine south on 2nd to Pearl Street, east to 4th Street, south to Cass Street, east to 5th Street, south to the Mormon Coulee Road (now South Avenue), then on that road to the Green Bay & Western depot at 9th Street. In addition a stub line ran on 4th Street from Pearl Street north to Main Street. The horsecar barn and stables were located at 7th Street and Mormon Coulee Road.

The two companies were merged as the La Crosse City Railway in either 1885 or 1888, depending on the account. The 1886 track mileage was between five and six. About seven cars were operated, using one horse or two small mules per car. Mules were changed each trip in summer and every other trip in winter.

In 1888 the North Side line was extended on Sill Street, Charles Street, Gillette Street, and George Street to Gohres Street. The extension was built to accommodate workers at the CB&N (later CB&Q) roundhouse and the McDonald Mill at George and Gohres.

Also during 1888 a line was built on Market Street from 7th Street to 15th

Street, operated as a stub line.

When the La Crosse Inter-State Fair was organized in 1890, a line was built from 4th and Main on Main Street, 12th Street and State Street to the Fair Grounds. Later this route was changed, track being abandoned on State Street with new track built north on 12th Street, Forest Avenue and La Crosse Street to the Fair Grounds.

The 1890 census reported 6.51 miles of line, 7.47 miles of track, 19 horsecars and 78 horses and mules. An average of 14 cars were operated at one time.

The first electric cars were operated in the fall of 1890 on the North Side line. Electrification of the remaining portions of the system was not

completed until the fall of 1893. Horsecars were then used as trailers. A train of one motor cars pulling three trailers was not unusual. Eventually the horsecar bodies were sold to local residents. One body was purchased by C. S. Van Loon. A photo of this car taken in a 1924 parade shows it intact with wheels, probably installed by the company for the occasion.

St. Cloud

-Gary La Moine

From a history in the files of the Stearns County Historical Society

Streetcar companies operated under the terms of a franchise granted by the

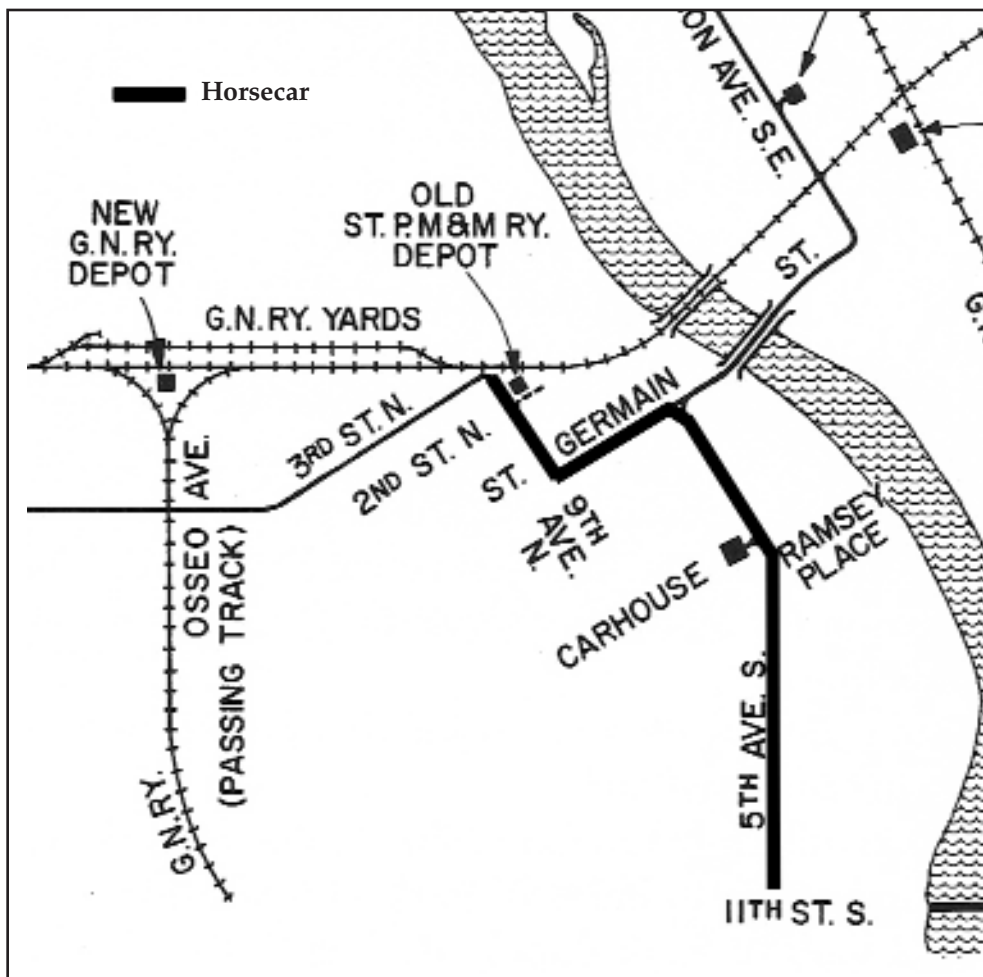
city. The St. Cloud franchise rules were highly prescriptive and typical.

The ordinance that made the establishment of a street car system legal was published on April 14, 1887. It gave the Common Council the right to demand any extension of the line after the first two years of operation. The new extensions were not to exceed one mile in any year unless the Council consented, and no lines were to run parallel within three blocks of each other. Any new extensions had to become operational no more than six months after the written requirement. The Council could revoke the franchise if the original or new lines were not operational within the required time or if any line was neglected.

The franchise gave the St. Cloud Street Car Company the right to use any motive power except steam. Passengers and freight were mentioned as suitable to be hauled on the system. Fares were to be set by the Council. Maintenance of the track and an area one foot on either side was the responsibility of the company.

The ordinance also dictated the rules and regulations to which the actual operation was to conform. They were listed as follows:

1. No car shall run at a greater speed than six miles per hour.
2. While cars are turning corners or crossing bridges the horses or mules shall not be driven faster than a walk.
3. Cars driven in the same direction shall not approach each other nearer than a distance of 200 feet except in cases of unavoidable necessity.
4. No cars shall be left standing in the streets at any time unless waiting for passengers or unavoidably detained.
5. No car shall be allowed to stop on a cross walk or in front of any intersecting street except to avoid a collision or to take in or leave off passengers.
6. Employees shall use all reasonable care to prevent injuries to anyone on or near the track.
7. All proper care shall be used by employees to prevent injury to teams,



horses, and other vehicles.

8. Employees shall use proper diligence to prevent ladies or children under 12 years of age from leaving or entering the car while in motion.

9. Conductors shall announce to passengers in a distinct voice the names of all streets crossed as the cars approach such cross streets.

10. No car shall remain standing at any of the stations more than ten minutes.

The route extended from 11th Street S., up 5th Avenue to St. Germain Street to 9th Avenue, ending at the Great Northern depot. There were two cars and eight horses. October 6, 1887 saw the start of service. Horsecar service lasted four years, ending in 1891 with electrification.

Duluth, Park Point and Superior

-Jim Kreuzberger

From Jim's unfinished book manuscript on Duluth-Superior streetcars.

Duluth

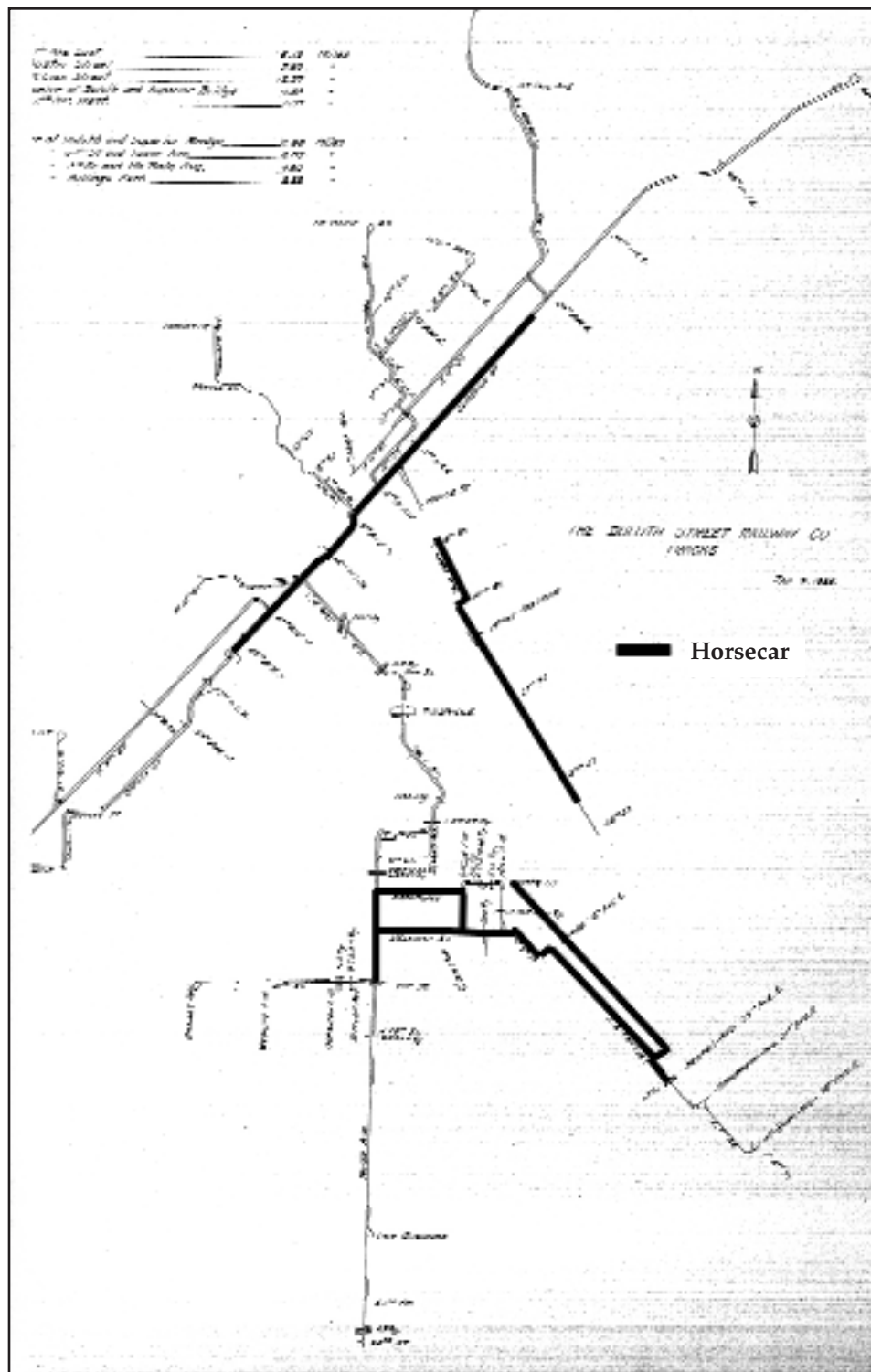
The Duluth Street Railway (DSR) was incorporated on October 25, 1881, but several obstacles slowed the construction of the first line. Duluth was a village at that time so the company had to apply to the state for its charter to operate. Track construction had to wait for Duluth Gas & Water Company to lay its pipes in Superior Street. Service finally began on July 6, 1883.

The line on Superior Street grew in stages, eventually extending four miles from 22nd Avenue E. to 28th Avenue W.

To state that DSR had horse cars is technically a misnomer. DSR's stable was mostly mules, which were less costly initially and more economical to maintain. Although mules were once thought to be temperamental and



**Looking east and west at Duluth's
Superior Street from about 5th Avenue
West.**



difficult to handle, recent studies have found that horses can be overworked to the point of exhaustion, while mules will balk when they reach their limit. DSR used mules in pairs to pull the cars on its mostly level tracks. In January 1890, DSR was debating converting to electric cars (which it did ten months later) or purchasing larger horsecars and switching to horses. The Duluth News of January 17 quoted Tom Lowry, "Duluth has outgrown the mules and bobtails. The mule must go and we will put on horses."

Each animal was assigned a number and recorded. By October 1889 the DSR herd had in excess of 165 animals. Horse cars were single end, turntables were installed at the terminals. There were no conductors until the coming of the electric cars.

Duluth News Tribune July 29, 1956 centennial edition

"One thing can be said for the mules who pulled Duluth's first street cars in 1883. Neither the Superior Street mud nor the deep winter snow stalled their progress. If the going got bad enough, four mules were hitched up to the little dinky cars and away they went through the drifts and swirling snow.

Weather seemed not to bother the sturdy little animals, but consider the plight of the poor driver. Rain or shine, warm or cold, he stood in a tiny vestibule at the front of the car. When he was frozen almost stiff on a cold winter day, he might occasionally get down and walk alongside the track to get his blood circulating.

The passengers fared somewhat better. In winter a foot of straw was spread on the floor of the enclosed car to keep feet warm. A little stove in the middle of the car was fired up to provide additional heat. The passenger's biggest problem was to be careful not to drop his nickel fare into the straw. If he did, he might just as well forget it. It would be impossible to find.

There were no conductors. The mule car driver had to keep an eye cocked on the register to make sure everyone paid

his fare, another on the road ahead, one hand on the hand-brakes and the other on the reins. For all this he got \$50 a month.

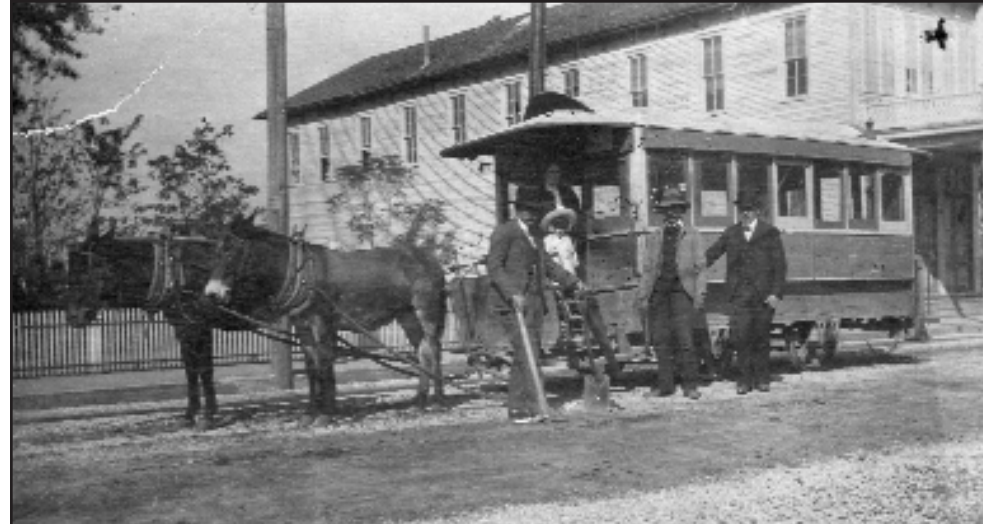
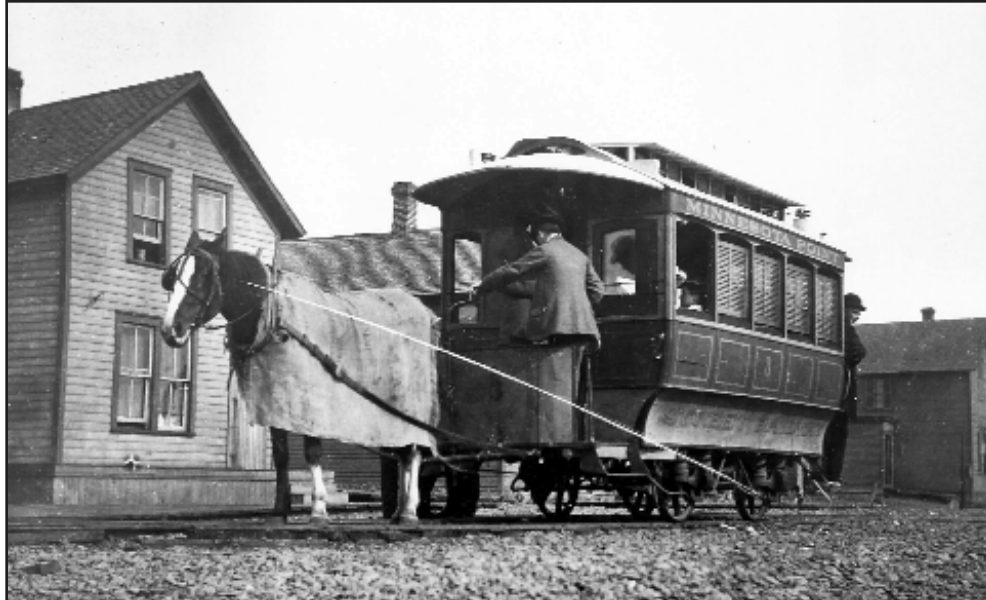
The late George Roome, who drove the mule cars of the early days, described the street's condition thusly: 'In the spring, from 5th Avenue West to 3rd Avenue East, you couldn't see the tracks. I remember once at 2nd Avenue West, in the rain, the car went off the tracks and I didn't know about it 'til the mules got to the old city hall and Mr. Hoopes, who was the company manager, ran out and yelled, 'Hey, George, your car's off the track.' The two of us, one on either side, hoisted the car back onto the rail. That's how light those old cars were.'

The mule barn was at 12th Avenue West. Harness men were outside with a fresh team every time the car went by."

Park Point

The Minnesota Point Street Railway used horsecars in its nine years of summer-only operations. Although MPSR reported on December 18, 1888 that it had built 1.25 miles of track, there was no operation that year or the following year. Already, at that early date, the company was asking the Council for help in solving the problem of drifting sand. The Village granted an extension of the operating deadline to May 15, 1889. However, it seems that the first operation probably did not occur until the following summer of 1890, when four retired Duluth Street Railway horsecars were delivered to the Point. Single horses were used; planks were laid on the ties between the rails for the horses, inasmuch as the tracks were laid in sand, there being no improved or hard surface streets. By the summer of 1892, three miles of track had been extended to Oatka Beach at 39th Street.

Control of MPSR passed into the hands of Eastern absentee management in May 1896. Serious financial difficulties developed by late the following year. After several corporate changes, the operation emerged on November 16, 1898 as the Interstate



This is the unsuccessful first incarnation of Superior horsecars in 1884, taken at 2nd Street and 9th Avenue E. Douglas County Historical Society collection.



The summer-only Minnesota Point Street Railway ran second-hand Duluth horsecars until 1899. Note the horse blankets.

Traction Company, with ambitious plans for expansion and improvements. It was in that year that the City of Duluth instituted steam ferry service across the ship canal. Electrification and conversion to standard gauge were accomplished by June 30, 1899, bringing to an end the last horsecars in Minnesota.

Superior

The Douglas County Street Railway Company (DCSR) began horsecar service on August 27, 1884. At that time the center of Superior was what is now called the East End, along the Lake Superior waterfront. The line ran from the carhouse and stable at 25th Avenue E. and 5th Street to 23rd Ave. E. and

2nd Street north to Winter Street, a distance of 2.6 miles. It appears to have been unsuccessful. In a short time it was reported that only four daily trips were operated, with hired passengers if necessary, supposedly fulfilling the term of the ordinance.

After that it's not clear if service ever improved or even if it operated at all. A newspaper reported in April 1888, "The street car company will at once commence work clearing up and making whatever repairs are necessary to their track." Only eight daily round trips were run. How long this service continued is not known. During this period, the location of the downtown shifted to what was then called West Superior, centered on Tower Avenue.

Superior incorporated as a city in March 1889. DCSR was re-franchised the same month. On December 23, 1889, operations began on a route starting at 25th Ave. E. and 5th Street, then via 5th Street, L Avenue, 7th Street, Belknap Street to Tower Ave, and on Tower Avenue from 3rd to 21st Streets. The franchise required the completion of a loop line from Belknap Street and Catlin Avenue via Catlin and Broadway to Tower. It's unclear if this was operated by horsecars, because electrification came on July 1,

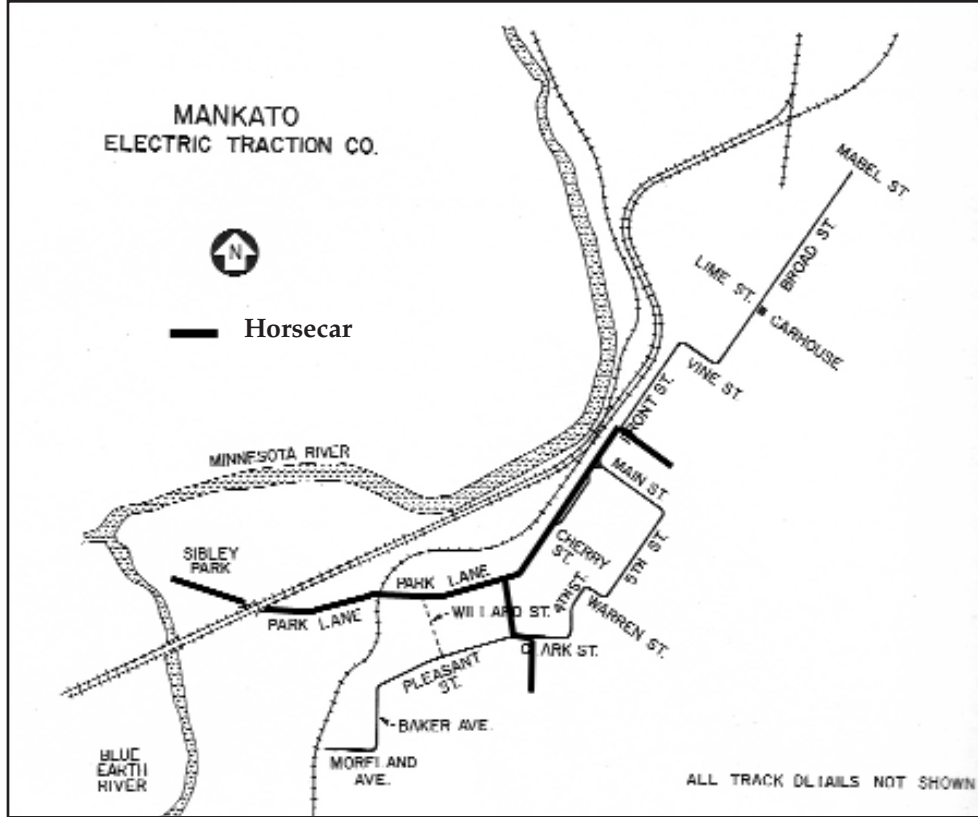
1890, after less than seven months of horsecar service. Although this happened quickly, it was an ill-advised decision to continue using the lightly constructed narrow gauge horsecar tracks. Meanwhile, Duluth had converted to standard gauge. Superior would not complete that process until 1902.

Mankato

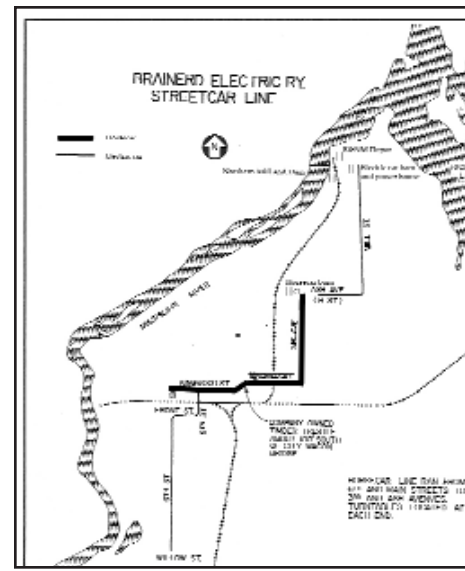
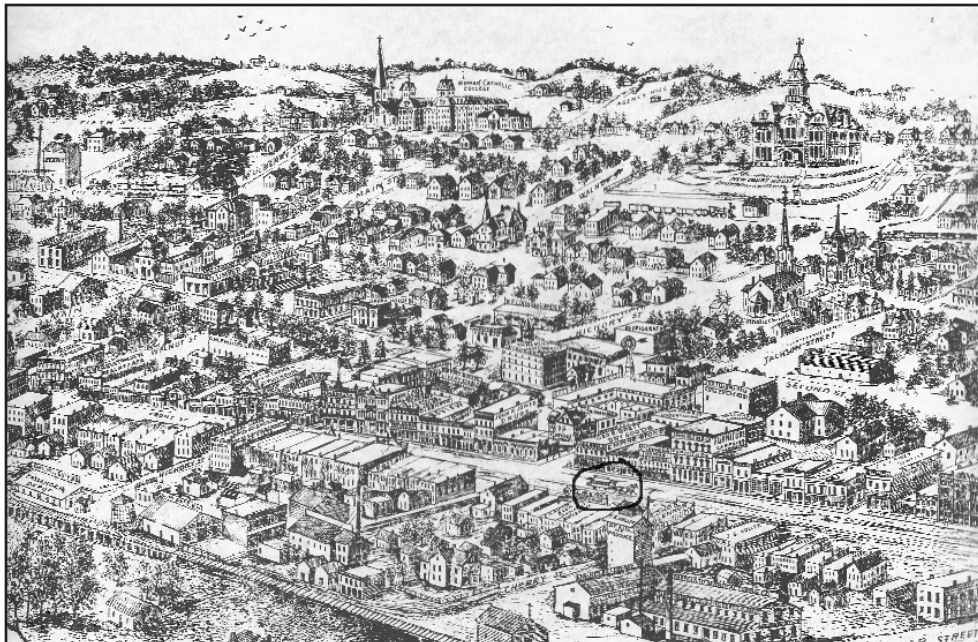
Horsecar service began on July 23, 1886 with a line on Front Street. In 1887 it was extended up the hill on both ends, to the Omaha Road depot at 4th and Washington, and west of downtown by an unspecified route up Center and Byron Streets. According to Electric Railways of Minnesota, a couple of years later the Center/Byron extension was removed and replaced by an extension to Sibley Park. Electrification began, but apparently couldn't reverse the company's poor financial performance. Bankruptcy and abandonment came in 1895.

Brainerd

The Brainerd Street Railway built a 1.5 mile line from the Northern Pacific depot into the town's north side in 1887. It ran until 1888 and was pulled up in 1889.

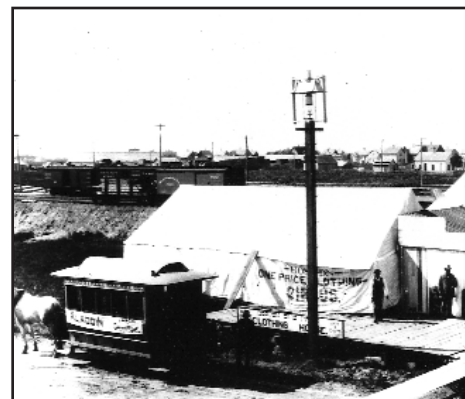


Below: The only known illustration showing a Mankato horsecar is this bird's eye view from the Blue Earth County Historical Society collection.



Fargo

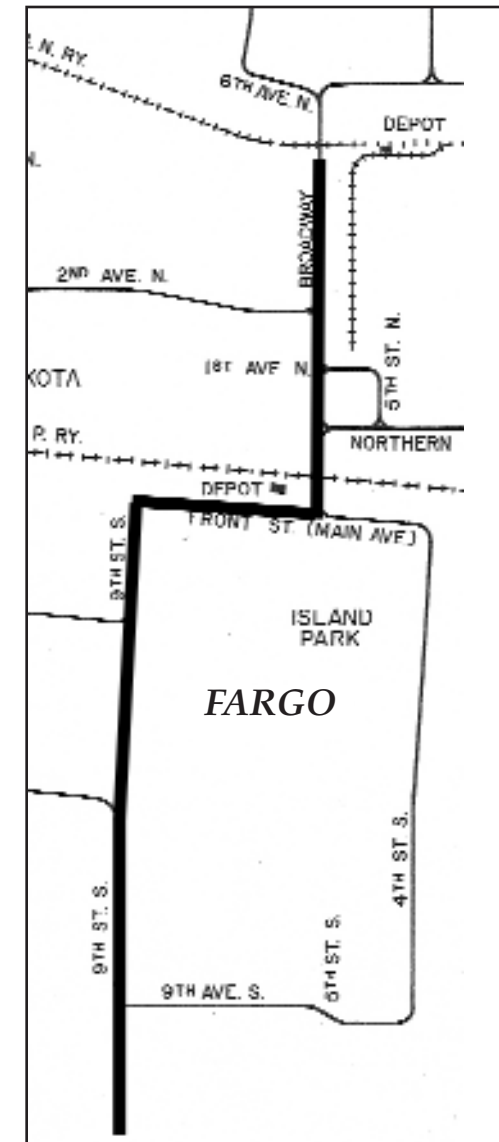
Fargo saw two abortive attempts at horsecar service. The first was in 1879. In a 1927 newspaper article, the widow of a one of this company's employees was still unhappy about it. "I will always contend that when my husband joined the street railway company, it was his most foolish move. In the first place there was no one to ride the cars, and there was no place to lay the tracks, for Fargo was nothing but mud.



Fargo's two attempts at horsecars were defeated first by mud, then by fire. University of North Dakota collection.

When the heavy thaws came, we awoke one morning to find that our street railway had disappeared." Abandonment soon followed.

The Fargo Street Railway made a second attempt in 1882, starting service on the same route as its predecessor on June 7. Alas, a fire three months later destroyed the car barn along with most of the rolling stock. That was it for Fargo streetcars until 1904.



Horsecar Holdovers

The arrival of electricity did not completely end the horse car era, at least not for awhile. Scores of the cars, some only two years old, were either rebuilt for electric operation or converted to trailers. A number of the carbarns remained in service, although all were eventually replaced with more modern facilities better suited to electric service—i.e. no stables or haylofts and fireproof construction.

Tracking rolling stock in the 1890s is hit and miss, with different sources providing different counts. In 1893, TCRT hired consultant Frank Trumbull to do an equipment inventory. He found that Minneapolis had converted 167 horsecars to trailers, including regauging them from 3 feet 6 inches to 4 feet 8.5 inches. In St. Paul, where horsecars were standard gauge, 18 horsecars were motorized, and 24 ran as trailers. In all, TCRT kept 209 horsecars in operation.

Other records show that 69 horsecars built in 1887 and 1888 were lengthened to 22 feet and converted to motor cars. Newspaper articles praised the larger cars as a capacity improvement to reduce overcrowding and, in some cases, the use of trailers. It also appears that 36 former St. Paul open cars were lengthened to 22 feet and run as trailers.

With ridership increasing rapidly, TCRT struggled to provide enough capacity. The former horsecars continued in service beyond 1900, albeit in ever decreasing numbers as the new home-built double truckers arrived. The last former horse cars in the Twin Cities were retired by 1906.

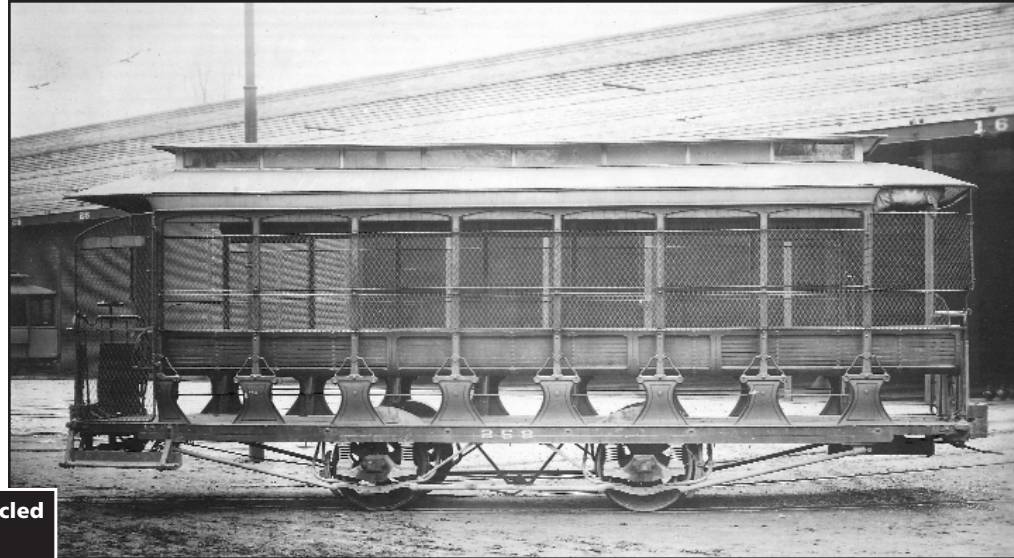
There was a second hand market for the old cars. In 1905 and 1906, TCRT sold 18 of them to Fargo, where they served as trailers. Two were sold to an unknown operator in Nebraska.

Some of the horsecar barns were converted for electric car use. Prominent among them were the Smith Avenue

carhouse in St. Paul and the 3rd Avenue N. building in Minneapolis. The latter housed the general offices and power plant until about 1904, when the Main Steam Station and 11th and Hennepin office building were opened. It survived for a few years longer as a car storage facility. The building still stands today. The Smith Avenue carhouse was an operating facility until 1907, and stored cars until after 1911.

After the 4th and St. Peter carhouse/shop in downtown St. Paul was demolished, Thomas Lowry built the 12-story Lowry Building on the site where it remains today.

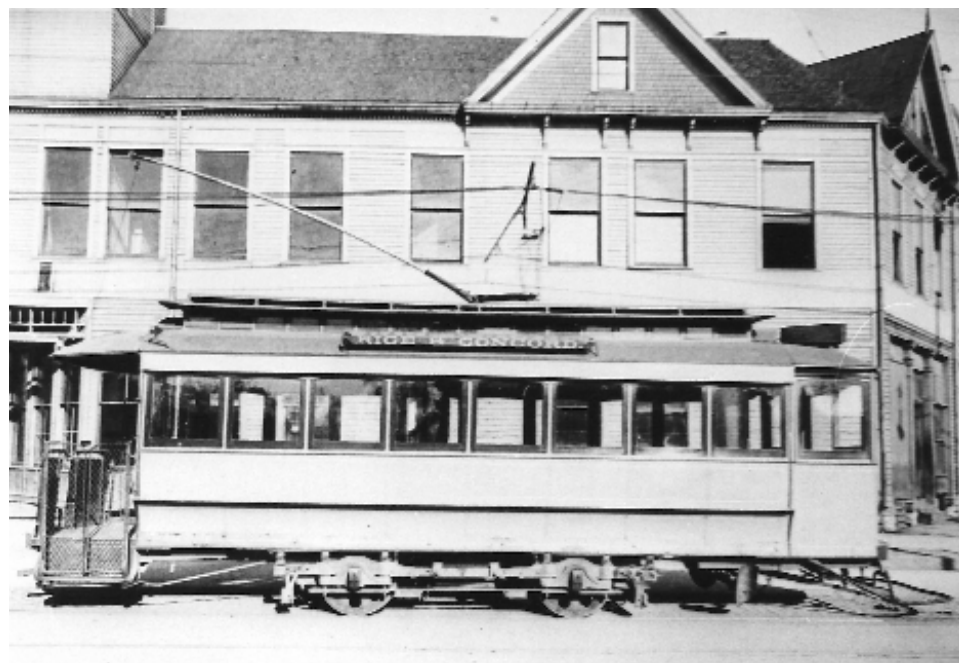
Right: After electrification, TCRT recycled numerous horsecars, most as trailers.



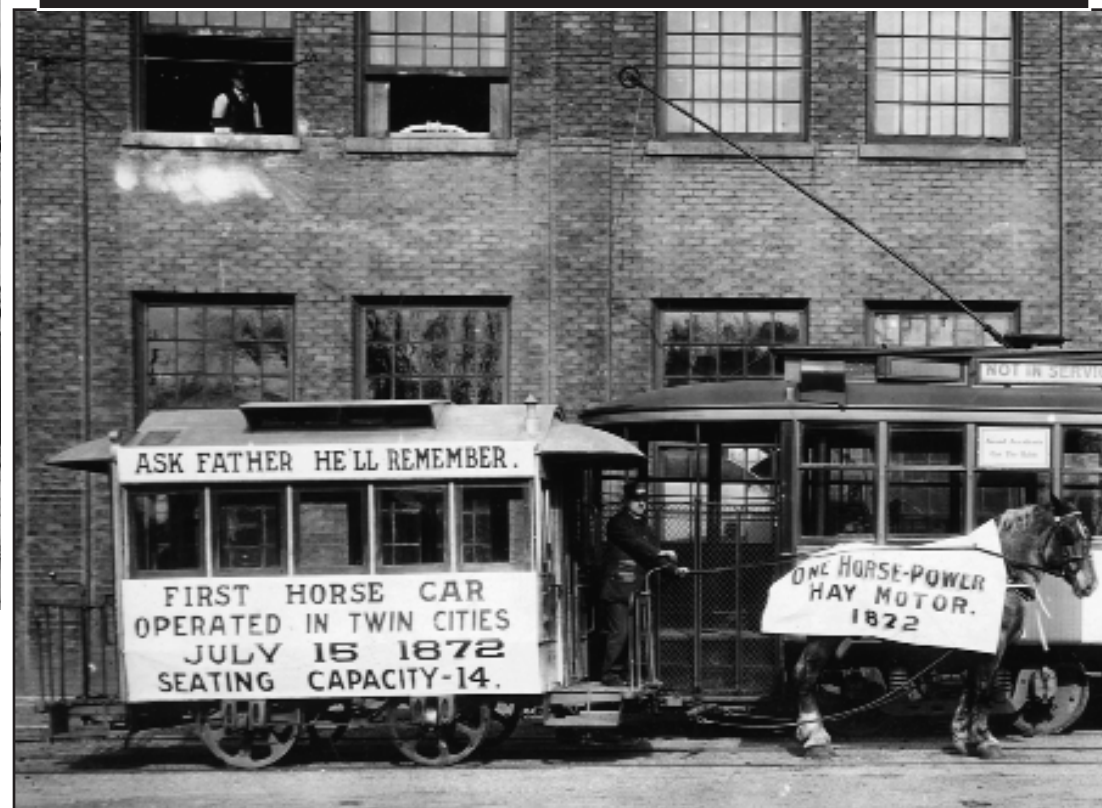
Old horsecars were commonly used as trailers behind electric cars. Fargo bought 18 of them from TCRT. North Dakota State University collection.



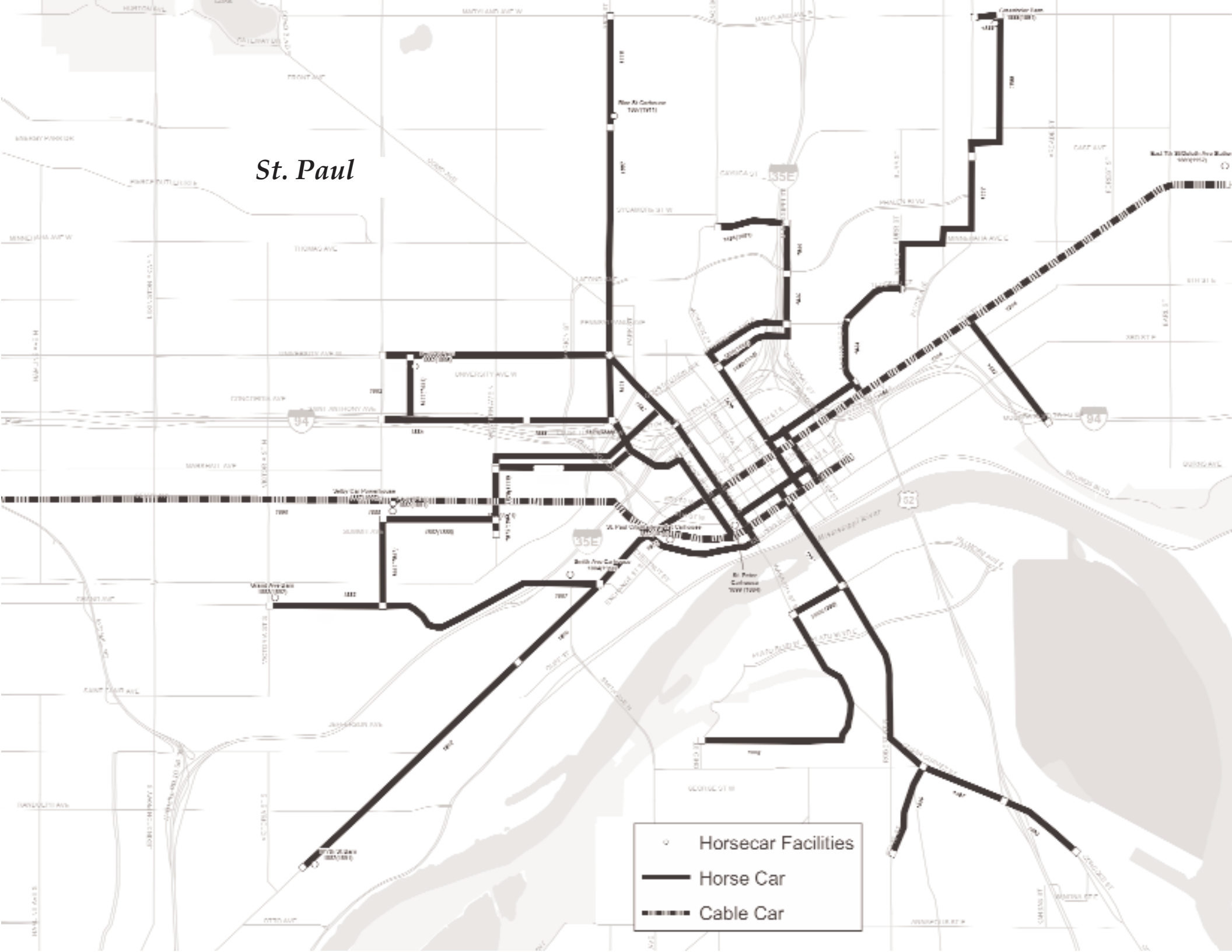
The first Minneapolis (above) and St. Paul (below) horsecars were retained by TCRT as nostalgic artifacts of an earlier age. The St. Paul car was lost in a 1925 fire at Snelling Shops.



Top: Sometime around 1900, a former horsecar inside the 31st Street Shops is surrounded by single truck electrics and the new double-truckers, both completed and under construction.
Bottom: A smaller number were extensively rebuilt and lengthened as motor cars. This one is posed in front of Smith Avenue Station, formerly a horsecar barn.



St. Paul





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August 2021

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